SESSIONAL PAPERS

VOLUME 17

FIRST SESSION OF THE ELEVENTH PARLIAMENT

OF THE

DOMINION OF CANADA

SESSION 1909

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CONTENTS OF VOLUME 1.

(This volume is bound in two parts.)

1. Report of the Auditor General for the year ended 31st March, 1908. Presented 21st January, 1909, by Hon. W. Paterson; also 19th February, 1909, by Hon. W. S. Fielding; also 23rd February, 1909, by Hon. W. Paterson.
Printed for both distribution and sessional papers

CONTENTS OF VOLUME 2.

2. Public Accounts of Canada, for the fiscal year ended 31st March, 1908. Presented 21st January, 1909, by Hon. W. Paterson..*Printed for both distribution and sessional papers.*

3. Estimates of the sums required for the services of Canada for the year ending 31st March, 1910. Presented 1st February, 1909, by Hon. W. Paterson.
Printed for both distribution and sessional papers.

4. Estimates of the sums required for the services of Canada for the year ending on the 31st March, 1909. Presented 15th March, 1909, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.

4*a*. Further Supplementary Estimates of sums required for the service of Canada for the fiscal year ending 31st March, 1909. Presented 10th May, 1909, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.

5. Supplementary Estimates of sums required for the service of Canada, for the fiscal year ending on 31st March, 1910. Presented 10th May, 1909, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.

5*a*. Further Supplementary Estimates of sums required for the service of Canada, for the year ending on 31st March, 1910. Presented 18th May, 1909, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.

6. List of Shareholders in the Chartered Banks of Canada, as on 31st December, 1908. Presented 13th May, 1909, by Hon. F. Oliver.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 3.

7. Report of dividends remaining unpaid, unclaimed balances and unpaid drafts and bills of exchange in Chartered Banks of Canada, for five years and upwards, prior to 31st December, 1908.. .. ..*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 4.

8. Report of the Superintendent of Insurance for the year ended 31st December, 1908.
Printed for both distribution and sessional papers.

9. Abstract of Statements of Insurance Companies in Canada, for the year ended 31st December, 1908... .. ..*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 5.

10. Report of the Department of Trade and Commerce, for the fiscal year ended 31st March, 1909. Part I.—Canadian Trade. Presented 27th January, 1909, by Hon. W. Paterson.
Printed for both distribution and sessional papers.

10*a*. Report of the Department of Trade and Commerce, Part II, Trade of Foreign Countries and Treaties and Conventions, for the fiscal year ended 31st March, 1908. Presented 5th April, 1909, by Sir Wilfrid Laurier.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 6.

10*b*. Report of the Department of Trade and Commerce, Part III, Subsidized Steamship Service, &c., for the year ended 31st March, 1908. Presented 22nd March, 1909, by Sir Wilfrid Laurier.. .. ..*Printed for both distribution and sessional papers.*

11. Tables of the Trade and Navigation of Canada, for the fiscal year ended 31st March, 1908. Presented 21st January, 1909, by Hon. W. Paterson.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 7.

12. Inland Revenues of Canada. Excise, &c., for the fiscal year ended 31st March, 1908. Presented 21st January, 1909, by Hon. W. Paterson.
Printed for both distribution and sessional papers.

13. Inspection of Weights, Measures, Gas and Electric Light, for the fiscal year ended 31st March, 1908. Presented 21st January, 1909, by Hon. W. Paterson.
Printed for both distribution and sessional papers.

14. Report on Adulteration of Food, for the fiscal year ended 31st March, 1908. Presented 11th March, 1909, by Hon. W. Templeman.
Printed for both distribution and sessional papers.

15. Report of the Minister of Agriculture, for the fiscal year ended 31st March, 1908. Presented 21st January, 1909, by Hon. S. A. Fisher.
Printed for both distribution and sessional papers.

15*a*. Report of the Dairy and Cold Storage Commissioner, for the fiscal year ended 31st March, 1908. Presented 21st January, 1909, by Hon. S. A. Fisher.

Printed for both distribution and sessional papers.

15*a*. (2) Report of the Veterinary Director General and Live Stock Commissioner, for two years ended 31st March, 1908... ..*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 8.

16. Report of the Directors and Officers of the Experimental Farms for the year ended 31st March, 1908. Presented 31st March, 1909, by Hon. S. A. Fisher.
Printed for both distribution and sessional papers.

17. Criminal Statistics for the year ended 30th September, 1908.
Printed for both distribution and sessional papers.

18. Return of the Eleventh General Election for the House of Commons of Canada, held on the 26th day of October, 1908... .. .. ..*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 9.

19. Report of the Minister of Public Works, for the fiscal year ended 31st March, 1908. Presented 3rd February, 1909, by Hon. W. Pugsley.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 10.

19*a*. Georgian Bay Ship Canal. Report upon survey, with plans and estimates of cost, 1908. Presented 22nd January, 1909, by Hon. W. Pugsley.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 11.

20. Report of the Department of Railways and Canals for the fiscal year ended 31st March, 1908. Presented 19th February, 1909, by Hon. G. P. Graham.
Printed for both distribution and sessional papers.

20*a*. Canal Statistics for the season of navigation, 1907.
Printed for both distribution and sessional papers.

20*b*. Railway Statistics of Canada, for the year ended 30th June, 1908. Presented 25th February, 1909, by Hon. G. P. Graham.*Printed for both distribution and sessional papers.*

20*c*. Third Report of the Board of Railway Commissioners for Canada, to 31st March, 1907, for the year ending 31st March, 1908. Presented 29th January, 1909, by Hon. G. P. Graham.. .. ..*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 12.

21. Report of the Department of Marine and Fisheries (Marine) for 1908. Presented 18th February, 1909, by Hon. L. P. Brodeur.
Printed for both distribution and sessional papers.

21*a*. Seventh Report of the Geographic Board of Canada; containing all decisions to 30th June, 1908. Presented 22nd February, 1909, by Hon. L. P. Brodeur.
Printed for both distribution and sessional papers.

21*b*. List of Shipping issued by the Department of Marine and Fisheries, being a list of vessels on the registry books of Canada on the 31st December, 1908.
Printed for both distribution and sessional papers.

22. Report of the Department of Marine and Fisheries (Fisheries) for 1908. Presented 9th February, 1909, by Hon. L. P. Brodeur.
Printed for both distribution and sessional papers.

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23. Report of the Harbour Commissioners, &c.
Printed for both distribution and sessional papers.

23*a*. Report of the Chairman of the Board of Steamboat Inspection, 1908.
Printed for both distribution and sessional papers.

24. Report of the Postmaster General, for the fiscal year ended 31st March, 1908. Presented 21st January, 1909, by Hon. R. Lemieux.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 14.

25. Report of the Department of the Interior, for the fiscal year ended 31st March, 1908. Presented 15th February, 1909, by Hon. F. Oliver.
Printed for both distribution and sessional papers.

25*a*. Report of the Chief Astronomer for the fiscal year ending 31st March, 1908. Presented 13th May, 1909, by Hon. F. Oliver.. ..*Printed both for distribution and sessional papers.*

25*b*. Annual Report of the Topographical Surveys Branch, including Report of the Surveyor General of Dominion Lands, 1907-1908.*Printed for both distribution and sessional papers.*

25*c*. Correspondence and papers, including financial statement, relating to Seed Grain Distribution of 1908 in the provinces of Saskatchewan and Alberta. Presented 28th January, 1909, by Hon. F. Oliver.. ..*Printed for both distribution and sessional papers.*

25*d*. Return to an order of the House of Commons, dated 1st March, 1909, showing how many bushels of seed wheat were bought for Saskatchewan and Alberta for the season of 1908, whom it was bought from, at what price, and what grade it was; if the wheat so bought was cleaned for seed; how the wheat so bought was used; who it was sold to, and at what prices; the total loss in connection with the wheat so bought. Presented 15th March, 1909.—*Mr. Sharpe (Lisgar).. .. ..Not printed.*

25*e*. Return to an order of the House of Commons, dated 1st March, 1909, showing how many bushels of English oats were bought for seed in Saskatchewan and Alberta for the season of 1908, and at what prices; the condition the oats were in before or when they were bought; if used for seed or sold; whom they were sold to and in what places; the total loss in connection with the oats bought in England, and any complaints there were about them. Presented 15th March, 1909.—*Mr. Sharpe (Lisgar).....Not printed.*

CONTENTS OF VOLUME 15.

26. Summary Report of the Geological Survey Branch of the Department of Mines, for the calendar year 1908. Presented 3rd May, 1909, by Hon. W. Templeman.
Printed for both distribution and sessional papers.

26*a*. Summary Report of the Mines Branch of the Department of Mines, for the nine months ended 31st December, 1908..*Printed for both distribution and sessional papers.*

27. Report of the Department of Indian Affairs, for the year ended 31st March, 1908. Presented 22nd January, 1909, by Hon. F. Oliver.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 16.

28. Report of the Royal Northwest Mounted Police, 1908. Presented 9th March, 1909, by Sir Wilfrid Laurier.. .. ..*Printed for both distribution and sessional papers.*

29. Report of the Secretary of State of Canada, for the year ended December, 1907, and the first three months of the year 1908 Presented 22nd January, 1909, by Hon. C. Murphy.. .. ..*Printed for both distribution and sessional papers.*

30. Civil Service List of Canada, 1908. Presented 22nd January, 1909, by Hon. C. Murphy.
Printed for both distribution and sessional papers.

31. Report of the Board of Civil Service Examiners, for the year ended 31st December, 1908.
Printed for both distribution and sessional papers.

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32. Annual Report of the Department of Public Printing and Stationery, for the fiscal year ended 31st March, 1908. Presented 7th May, 1909, by Hon. C. Murphy.
Printed for both distribution and sessional papers.

33. Report of the Joint Librarians of Parliament for the year 1908. Presented 21st January, 1909, by the Hon. the Speaker.. .. ..*Printed for sessional papers.*

34. Report of the Minister of Justice as to Penitentiaries of Canada, for the fiscal year ended 31st March, 1908. Presented 21st January, 1909, by Hon. W. Paterson.
Printed for both distribution and sessional papers.

35. Report of the Militia Council, for the fiscal year ended 31st March, 1908. Presented 9th March, 1909, by Sir Frederick Borden.
Printed for both distribution and sessional papers.

35*a*. Memorandum respecting the estimates for Militia and Defence for 1909-10. Presented 9th March, 1909, by Sir Frederick Borden.
Printed for both distribution and sessional papers.

36. Report of the Department of Labour, for the fiscal year ended 31st March, 1908. Presented 21st January, 1909, by Hon. R. Lemieux.
Printed for both distribution and sessional papers.

37. Report upon the Survey of the Georgian Bay Ship Canal, with plans and estimate of cost.. .. ..*See No. 19a.*

38. Report of the Hon. Mr. Justice Cassels, Commissioner appointed to investigate the affairs of the Department of Marine and Fisheries. Presented 22nd January, 1909, by Hon. L. P. Brodeur.. .. ..*Printed for both distribution and sessional papers.*

38*a*. Minute of a Report of the Committee of the Privy Council, approved by His Excellency the Governor General on the 29th March, 1909:—The Committee of the Privy Council have had under consideration a report, herewith, dated 27th March, 1909, from the Minister of Marine and Fisheries, upon the investigation recently held by the Honourable Walter Cassels respecting the statement contained in the Report of the Civil Service Commission reflecting upon the integrity of officials of the Department of Marine and Fisheries and submitting certain recommendations affecting the officials therein named. The Committee, concurring in the said Report and the recommendation therein contained, submit the same for Your Excellency's approval. Presented 30th March, 1909, by Hon. L. P. Brodeur.
Printed for both distribution and sessional papers.

39. Report of the Royal Commission appointed to inquire into industrial disputes in the cotton factories of the province of Quebec. Presented 25th January, 1909, by Hon. R. Lemieux.. .. ..*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 17—*Continued.*

40. Statement of expenditure on account of miscellaneous unforeseen expenses from the 1st April, 1908, to the 20th January, 1909, in accordance with the Appropriation Act of 1908. Presented 26th January, 1909, by Hon. W. Paterson.. .. ..*Not printed.*

41. Statement of superannuations and retiring allowances in the civil service during the year ended 31st December, 1908, showing name, rank, salary, service, allowance and cause of retirement of each pearson superannuated or retired, also whether vacancy filled by promotion or by new appointment, and salary of any new appointee. Presented 26th January, 1909, by Hon. W. Paterson.. .. ..*Not printed.*

42. Statement in pursuance of section 17 of the Civil Service Insurance Act for the year ending 31st March, 1908. Presented 26th January, 1909, by Hon. W. Paterson.
Not printed.

43. Statement of Governor General's Warrants issued since the last session of parliament, on account of the fiscal year 1908-9. Presented 26th January, 1909, by Hon. W. Paterson.. .. ..*Not printed.*

44. Ordinances of the Yukon Territory, passed by the Yukon Council in the year 1908. Presented 27th January, 1909, by Hon. C. Murphy.. .. ..*Not printed.*

45. Third Report of the Board of Railway Commissioners.. .. ..*See No. 20c.*

46. Report of the Commissioners of the Transcontinental Railway, for the year ending 31st March, 1908. Presented 29th January, 1909, by Hon. G. P. Graham.
Printed for both distribution and sessional papers.

46*a*. Return to an order of the House of Commons, dated 15th February, 1909, for a copy of all correspondence between Rothwell, Johnston & Stubbs, lawyers, of Winnipeg, and the government, or the Transcontinental Railway Commissioners respecting their instructions in regard to the purchase of the Winnipeg terminals from Kern & Mathews, and in respect to the legal services rendered by them for the government, and passing of titles of the property, and a copy of the solicitors' bills of costs, charges and correspondence arising therefrom; and of all correspondence between the government and the Railway Commissioners and the vendors, Kern & Mathews, from the commencement of the negotiations; and also showing what steps, if any, were taken towards expropriating the property, or obtaining judicial determination as to the value of the said property. Presented 4th March, 1909.—*Mr. Bradbury*.. .. ..*Not printed.*

46*b*. Return to an order of the House of Commons, dated 22nd February, 1909, showing the final estimates on the contract entered into on August 22, 1906, between J. D. McArthur and Smith & Prendible on the National Transcontinental Railway, for work from station 9370 to station 9480; and the contract entered into on 21st November, 1908, between the same parties on the same railway for work from station 9260 to station 9370. Presented 11th March, 1909.—*Mr. Haggart (Winnipeg)*.. .. ..*Not printed.*

46*c*. Report of Collingwood Schreiber, Esquire, chief engineer western division National Transcontinental Railway. Presented 15th March, 1909, by Hon. G. P. Graham.
Not printed.

46*d*. Interim Report of the Commissioners of the Transcontinental Railway, for the nine months ending 31st December, 1908. Presented 15th March, 1909, by Hon. G. P. Graham.. .. ..*Not printed.*

46*e*. Statistics of Dominion Police Constables employed along the line of the Transcontinental Railway during the calendar year 1908. Presented 23rd March, 1909, by Hon. A. B. Aylesworth.. .. ..*Not printed.*

46*f*. Return to an order of the House of Commons, dated 22nd March, 1909, for a copy of all letters, correspondence, statements and writing between the Grand Trunk Pacific Railway Company, or its engineers or agents, and the Commissioners of the Transcontinental Railway, or their engineers or agents, and between the commissioners and their engineers, and between the commissioners and their engineers and agents and the con-

CONTENTS OF VOLUME 17—*Continued.*

tractors or sub-contractors on Districts B and F after mentioned, as to classification or alleged over classification on Districts B and F of the Eastern Division of said railway, and of all estimates, returns, certificates, memoranda, statements or writings, showing classification or over-classification of the cuttings and work on said Districts B and F. Presented 22nd April, 1909.—*Mr. Lennox*.. .. ..*Not printed.*

46*g*. Return to an order of the House of Commons, dated 26th January, 1909, showing the names of all persons appointed to office or employment by the Transcontinental Railway Commission since its creation, showing the county or city from which such person came, the office or employment to which he was appointed, the date of appointment, the salary and allowances attached thereto, the place or district where the work of each employee is done, and the total amount paid each year for all such services up to the end of December, 1908. Presented 22nd April, 1909.—*Mr. Foster*.. .. .. ..*Not printed.*

46*h*. Return to an order of the House of Commons, dated 3rd March, 1909, for a copy of all tenders received for the construction of the following sections of the Eastern Division of the National Transcontinental Railway, together with the itemized schedules of the engineer's estimates of quantities on which the award of contracts was based, the sections referred to being those mentioned in the answer of the Minister of Railways and Canals in the House on the 13th April, 1908, as follows:—

STATEMENT NO. 1.—COMMISSIONERS—EASTERN DIVISION.

Mileage from Moncton.		Description.	No. of One Miles.	Amount of Estimate on which Contracts were let.	Date of	
From	To				Contract.	Completion.
				$ cts.		
0·00	50·00	Moncton to near Chipman	50·00	989,895 90	Mar. 14,'07	Sept. 1,'08
50·00	58 55	Near Chipman easterly 8·55 miles	8·55	289,190 62	Aug 23,'07	Aug, 1,'08
58·55	97·60	Near Chipman westerly to I.C.R. crossing	39·05	767,434 95	Mar. 28,'08	Sept. 1,'10
97·60	164 00	I.C.R. crossing to Mile 164	66·40	1,898,124 21	" 28,'08	" 1,'10
164·00	195·80	Mile 164 to Grand Falls	31·80	1,646,253 65	" 28,'08	" 1,'10
195·80	256·68	Grand Falls to New Brunswick boundary	60·88	1,385,941 09	" 9,'07	" 1,'08
256·68	309 74	N.B. boundary to 150 miles east of Quebec Bridge	5 143·06	2,377,409 60	" 28,'08	" 1,'10
309 74	459·74	From Quebec Bridge 150 miles eastward	8·89	5,011,346 50	" 9,'07	" 1,'09
		Quebec Bridge link (not included in estimate)	1·11			
459 74	509·74	Quebec Bridge westerly 50 miles	50·00	1,489,537 92	May 15,'06	" 1,'07
509 74	609·74	50 miles west Quebec Bridge to 150 miles west	100·00	3,807,719 54	" 15,'06	" 1,'07
609·74	654·74	150 miles west Quebec Bridge to near Waymontachene	45·00	1,691,073 41	Mar. 14,'07	" 1,'08
654·74	656·07	To be included in this contract	1·33			
656·07	877·75	Near Waymontachene to near Harricanaw River	221·68	Not let.		
877·75	1,027·75	Near Harricanaw River to Junction T. & N. O. Ry.	150·00	3,986,901 42	" 14,'07	" 1,'09
1,021·75	1,127·75	Junction T. & N. O. Ry. for 100 miles west	100·00	3,936,566 00	" 28,'08	" 1,'10
1,027·75	1,171·85	100 miles west of Junction T. & N. O. Ry. to west end of District 'D'	44·10	Not let.		
1,171·85	1,334·35	West end of District 'D' westerly	162·50	"		
1,334·35	1,409·35	From 19½ miles west of Mud River, easterly	75·00	2,101,499 88	" 28,'08	" 1,'10
1,409·35	1,429·76	" " " to west end of District 'E'	20 41	Not let.		
1,429·76	1,557·80	From westward District 'E' to Lake Superior Junction	128·04	"		
1,557·80	1,804·66	From Lake Superior Junction to west bank of Red River	246·86	13,010,398 92	May 15,'06	" 1,'07

Presented 26th April, 1909.—*Mr. Lennox*.. .. ..*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

46*i*. Return to an order of the House of Commons, dated 3rd March, 1909, showing the various quantities of work of each description or class actually executed by the several contractors and certified as correct by the engineers and paid for up to 31st December, 1908, upon the several sections of the Eastern Division of the National Transcontinental Railway, where the sections have not been completed, the various chief engineers' estimates of the quantities of the various class of work remaining to be executed, together with an estimate of the cost of completing the same, based on the contractors' prices attached to each tender. Presented 26th April, 1909.—*Mr. Lennox*..*Not printed.*

46*j*. National Transcontinental Railway. Information in reply to questions by Mr. R. L. Borden, M.P. Presented (Senate) 7th May, 1909, by Hon. Sir Richard Cartwright. *Not printed.*

46*k*. Correspondence and reports relative to complaints as to the manner men employed on the Grand Trunk Pacific Railway construction are treated in the hospital at Prince Rupert; the complaint of non-payment of just claims for wages, &c., on the Prince Rupert section of the said railway. Presented 12th May, 1909, by Hon. R. Lemieux. *Not printed.*

46*l*. Supplementary Return to 46*g*. Presented 14th May, 1909.. .. ..*Not printed.*

46*m*. Supplementary Return to No. 46*h*. Presented 14th May, 1909.. .. ..*Not printed.*

47. Return to an address of the House of Commons, dated 25th January, 1909, for a copy of all orders in council, correspondence, reports and other documents and papers, not already brought down, touching or relating to the All-Red Line, so-called, as referred to in the resolution passed by this House on the 9th day of July, 1908, or touching or relating to any similar or substituted proposal for the like purpose. Presented 29th January, 1909.—*Mr. Borden (Halifax)*.. .. ..*Not printed.*

48. General rules and orders in the Exchequer Court in Canada, 1909. Presented 29th January, 1909, by Hon. C. Murphy.. .. ..*Not printed.*

49. Classification of the following departments of the inside Civil Service at Ottawa, by order in council of the 25th January, 1909, as on the 1st September, 1908, viz.:—Agriculture, Auditor General, Customs, Finance, Superintendent of Insurance, Governor General's Secretary, Indian Affairs, Inland Revenue, Justice, Labour, Library of Parliament, Marine and Fisheries, Militia and Defence, Mines, Post Office, Privy Council, Public Printing and Stationery, Public Works, Railways and Canals, Royal Northwest Mounted Police, Secretary of State, Trade and Commerce. Presented 1st February, 1909, by Sir Wilfrid Laurier.. .. ..*Not printed.*

49*a*. Classification of the officers, clerks and employees of the Library of Parliament, as on the first day of September, 1908. Presented 11th March, 1909, by Sir Wilfrid Laurier. *Not printed*

49*b*. Classification and organization of the officers and clerks of the Distribution Office of the Department of the Printing of Parliament, as on the first day of September, 1908. Presented 11th March, 1909, by Sir Wilfrid Laurier.. .. ..*Not printed.*

49*c*. Classification of the permanent officers, clerks and employees of the House of Commons. Presented 11th March, 1909, by the Hon. the Speaker.. .. ..*Not printed.*

49*d*. Organization of the Staff of the House of Commons, with the classification of the various officers, clerks and employees. Presented 11th March, 1909, by the Hon. the Speaker.. .. ..*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

49*e*. Classification of the Department of the Interior (Inside Service) at Ottawa, by order in council of the 1st February, 1909, as on the 1st September, 1908. Presented 1st April, 1909, by Hon. F. Oliver.. .. ..*Not printed.*

49*f*. Order in Council approved by His Excellency the Governor General on the 5th May, 1908, granting authority for the continued employment of certain officers and clerks of the non-permanent branches of the Department of Public Works. Presented 5th April, 1909, by Hon. W. Pugsley.. .. ..*Not printed.*

49*g*. Schedules in connection with the Civil Service Bill. Presented 10th May, 1909, by Hon. S. A. Fisher.. .. ..*Not printed.*

50. Correspondence, &c., relative to the construction of a subway near the Kingston Junction of the Grand Trunk Railway of Canada. Presented 1st February, 1909, by Hon. G. P. Graham.. .. ..*Not printed.*

51. Copy of official communication, addressed by the Minister of Marine and Fisheries, to Commissioner Cassels, respecting the abolition of the patronage system in the Department of Marine and Fisheries. Presented 1st February, 1909.– *Mr. Foster.Not printed.*

52. Minutes of proceedings of the Board of Internal Economy of the House of Commons, pursuant to Rule of the House No. 9, from the 16th December, 1907, to 14th July, 1908, inclusive. Presented 29th January, 1909, by the Hon. the Speaker.. .. ..*Not printed.*

53. Return to an order of the House of Commons, dated 10th February, 1908, showing the number of applications for the release of prisoners and the number granted since the year 1896 by the Minister of Justice before the expiry of sentence, the terms of sentence, the date of release, the reasons therefor as far as expedient, and the name of the solicitor who was interested in procuring the release. Presented 2nd February, 1909.—*Mr. Foster*.. .. ..*Not printed.*

54. Report of the Commissioner, Dominion Police Force, for the year 1908. Presented 2nd February, 1909, by Hon. A. B. Aylesworth.. .. ..*Not printed.*

55. A detailed statement of all bonds or securities registered in the Department of the Secretary of State of Canada since last return, 7th December, 1907, submitted to the Parliament of Canada under section 32, of chapter 19, of the Revised Statutes of Canada, 1906. Presented 2nd February, 1909, by Hon. C. Murphy.. .. .. ..*Not printed.*

56. Return under chapter 125 (R.S.C.), 1906, intituled: 'An Act respecting Trades Unions,' submitted to Parliament in accordance with section 33 of the said Act. Presented 2nd February, 1909, by Hon. C. Murphy.. .. ..*Not printed.*

57 Report of the Ottawa Improvement Commission for the nine months ended the 31st March, 1908. Presented 4th February, 1909, by Hon. W. Paterson.. .. ..*Not printed.*

58. Partial Return to an order of the House of Commons, dated 1st February, 1909, showing what persons have been appointed, transferred, or promoted, respectively, since 1st July, 1908, in the various departments coming under the operation of the Civil Service Act of 1908; the positions and salaries of such persons as have been transferred and promoted at the time of the change; the positions and salaries at present of all who have been so appointed, transferred or promoted, and which of these appointments, transfers or promotions were made in accordance with the present Civil Service Act. Presented 5th February, 1909.—*Mr. Foster*.. .. ..*Not printed.*

58*a*. Partial Return to an address of the House of Commons, dated 1st February, 1909, for a copy of all orders in council, departmental orders, rules and regulations, and schemes of reorganization adopted in the several departments, rules and regulations

CONTENTS OF VOLUME 17—*Continued.*

made by the Civil Service Commissioners, and all other orders, steps and proceedings made, had or taken under or pursuant to the Civil Service Amendment Act, 1908. Presented 8th February, 1909.—*Mr. Borden (Halifax)*.. .. ..*Not printed.*

58*b*. Supplementary Return to No. 58. Presented 8th February, 1909... .. ..*Not printed.*

58*c*. Return to an order of the House of Commons, dated 10th February, 1909, showing how many officials were appointed in the year 1908 to the various departments and brought from the outside service into the inside service under the Civil Service Act, with their names and salaries; and what addition to the various staffs have been made thereby. Presented 11th February, 1909.—*Mr. Sharpe (Ontario)*.. .. ..*Not printed.*

58*d*. Further Supplementary Return to No. 58. Presented 11th February, 1909..*Not printed.*

58*e*. Return to an order of the House of Commons, dated 2nd February, 1909, showing the names of the temporary clerks formerly paid out of Civil Government Contingencies who have been classified under section 7 of the Civil Service Act since the 1st September, 1908, and placed in the third division subdivision B; the position filled by each at the time of classification and the salary paid, the length of service, the age and what examination has been passed; the position to which assigned under the classification and the salary attached; the names of the persons appointed to the Civil Service since 1st September, 1908, under section 47 of the Civil Service Act, the positions to which appointed, the date of appointment, and the salary attached. Presented 11th February, 1909.—*Mr. Foster*. .. ..*Not printed.*

58*f*. Further Supplementary Return to No. 58. Presented 18th February, 1909.*Not printed.*

58*g*. Return to an address of the House of Commons, dated 15th February, 1909, for copies of orders in council by authority of which increases of salary detailed on pages 556, 557, 558, 559, 560, 561, 562, 563 and 564, unrevised *Hansard*, 1909, were granted. Presented 23rd February, 1909.—*Mr. Foster*.. .. ..*Not printed.*

58*h*. Return to an order of the House of Commons, dated 15th February, 1909, showing the name and date of the first appointment, position and salary at time of increase of each clerk or other employee in the outside service of the Department of Public Works at Ottawa, to whom any increase of pay was given on and after the 1st of April, 1908, the amount of such increase or increases, the date on which increase was granted, the date it became effective, and the date on which the increase was paid. 2. A similar return from each of the following Departments: Militia and Defence, Marine and Fisheries, Railways and Canals, Customs, Inland Revenue, Public Printing, Indian Affairs, Auditor General, Finance, Mines and Post Office Department. Presented 23rd February, 1909.—*Mr. Foster*.. .. ..*Not printed.*

58*i*. Return to an address of the House of Commons, dated 15th February, 1909, for copies of orders in council passed from the 1st of May, 1908, to 31st January, 1909, authorizing increases to the employees of the Department of Public Works. Presented 25th February, 1909.—*Mr. Foster*.. .. ..*Not printed.*

58*j*. Orders in Council attached to Sessional Paper No. 58*g* herewith were the only ones passed in connection with the increases of salary detailed on pages 556, 557, 558, 559, 560, 561, 562, 563 and 564, unrevised *Hansard*, 1909. The increases given to the officials employed in the Surveys Branch were granted in accordance with the Act respecting the Department of the Interior, chapter 54, sections 6 and 8, of the Revised Statutes, which relate to the employment and payment of temporary assistants in the Surveyor General's Branch, for the performance of services requiring technical, scientific or professional qualifications. The increases given to the employees on Dominion Lands, Outside Service, School Lands, Immigration and Boundary Surveys were granted under departmental authority. Presented 26th February, 1909, by Hon. F. Oliver.

Not printed.

CONTENTS OF VOLUME 17—*Continued.*

59. Return of orders in council which have been published in the *Canada Gazette* and in the *British Columbia Gazette*, between 1st December, 1907, and 1st December, 1908, in accordance with provisions of subsection (*d*) of section 38 of the regulations for the survey, administration, disposal and management of Dominion lands within the 40-mile railway belt in the province of British Columbia. Presented 5th February, 1909, by Hon. F. Oliver.. .. ..*Not printed.*

60. Return under the provisions of section 57 of the Northwest Irrigation Act, being chapter 61 of Revised Statutes of Canada, 1906, being copies of all Orders in Council, which have been passed or regulations which have been made or forms prescribed by the Minister of the Interior under that Act, and which have been published in the *Canada Gazette*, since the date of the presentation to Parliament of a similar return at its last preceding session. Presented 5th February, 1909, by Hon. F. Oliver.

Not printed.

61. Return under the provision of section 77 of the Dominion Lands Act, chapter 20, of the Statutes of 1908, of section 5 of the Dominion Lands Surveys Act, chapter 21, of the same Statutes, of subsection 2, of section 13 of the Dominion Forest Reserves Act, chapter 56, R.S.C., 1906, of subsection 3 of section 5 of the Rocky Mountains Park Act, chapter 60, R.S.C., 1906, and of subsection 2 of section 18 of the Yukon Act, chapter 63, R.S.C., 1906, being copies of all orders in council, ordinances or regulations which have been passed under any of the above mentioned Acts and which have been published in the *Canada Gazette*, since the date of the presentation to Parliament of a similar return at its last preceding session. Presented to Parliament of a similar return at its last preceding session. Presented 5th February, 1909, by Hon. F. Oliver.. .. ..*Not printed.*

62. Return to an order of the House of Commons, dated 25th January, 1909, for a copy of all correspondence during the last three months with reference to Lachute Mills post office. Presented 8th February, 1909.—*Mr. Perley*.. .. ..*Not printed.*

63. Order in Council, &c., in relation to the issue of $50,000,000 additional stock by the Canadian Pacific Railway Company. Presented 8th February, 1909, by Hon. G. P. Graham.. .. ..*Not printed.*

63*a*. Return (in so far as the Department of the Interior is concerned) of copies of all orders in council, plans, papers, and correspondence which are required to be presented to the House of Commons, under a resolution passed on 20th February, 1882, since the date of the last return under such resolution. Presented 8th February, 1909, by Hon. F. Oliver.. .. ..*Not printed.*

63*b*. Correspondence on the subject of the Canadian Pacific Railway Company securing running rights over the Intercolonial Railway between St. John and Halifax. Presented 8th February, 1909, by Hon. G. P. Graham.. .. ..*Not printed.*

63*c*. Return of lands sold by the Canadian Pacific Railway Company, from the 1st October, 1907, to the 1st October, 1908, and the names of the purchasers. Presented 15th February, 1909, by Hon. F. Oliver.. .. ..*Not printed.*

63*d*. Return to an address of the House of Commons, dated 8th February, 1909, for a copy of any order in council authorizing the Canadian Pacific Railway to increase its capital stock. Presented 18th February, 1909.—*Mr. Maclean (York)*.. .. ..*Not printed.*

63*e*. Further correspondence on the subject of the Canadian Pacific Railway Company securing running rights over the Intercolonial Railway between St. John and Halifax. Presented 22nd February, 1909, by Hon. G. P. Graham.. .. ..*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

64. Return to an order of the House of Commons, dated 1st February, 1909, showing what sums of money have been paid each of the several holders of stock in the Quebec Bridge Company on account of stock, bonus and interest, respectively; and what amount remains to be paid and to whom. Presented 8th February, 1909.—*Mr. Foster.*
Not printed.

65. Return to an order of the House of Commons, dated 1st February, 1909, showing what disposition has been made in detail of the vote of $25,000 under Miscellaneous, for seed grain in Alberta and Saskatchewan. Presented 11th February, 1909, by Hon. F. Oliver.. .. .. .

CONTENTS OF VOLUME 17—*Continued.*

67*e*. Copy of Order in Council constituting a Board of Management for the Government Railways—the Intercolonial and the Prince Edward Island Railway—and naming the members of the said Board of Management. Presented 26th April, 1909, by Hon. G. P. Graham.. .. ..*Not printed.*

67*f*. Return to an order of the House of Commons, dated 5th April, 1909, for a copy of all petitions and correspondence, whether by letter or telegrams, and all plans submitted either to the Railway Department or to the authorities of the Intercolonial Railway, and of all decisions arrived at, relating to the enlargement of the station of the Intercolonial Railway at Cap St. Ignace, or the construction of a new station. Presented 14th May, 1909.—*Mr. Roy (Montmagny).. .. ..Not printed.*

67*g*. Return to an order of the House of Commons, dated 5th April, 1909, for a copy of all correspondence, memorials, reports and decisions arrived at respecting the construction of a tank at the Intercolonial Railway station at Cap St. Ignace, and the increased cost to be paid to the Aqueduct Company supplying the water for the engines running on the said railway. Presented 14th April, 1909.—*Mr. Roy (Montmagny)..Not printed.*

67*h*. Return to an address of the Senate, dated 18th March, 1909, praying for all petitions presented to the Governor General in Council, asking that the Intercolonial Railway may be placed under the Railway Board, together with all correspondence in connection therewith. Presented 4th May, 1909.—*Hon. Sir Mackenzie Bowell.. ..Not printed.*

67*i*. Certified copy of a Report of the Committee of the Privy Council, approved by His Excellency the Governor General on the 20th April, 1909, *re* Intercolonial Railway. Presented (Senate) 30th April, 1909, by Hon. Sir Richard Cartwright.. ..*Not printed.*

68. Return to an order of the House of Commons, dated 1st February, 1909, for the production of all the original applications and tenders filed in the Department of the Interior in respect of Timber Berth No. 1122, and that the same be laid on the Table of the House, said papers not to be part of the archives of this House, but to be returned by the Clerk to the Department of the Interior after inspection. Presented 12th February, 1909.—*Mr. Campbell... .. ..Not printed.*

69. Return to an order of the House of Commons, dated 1st February, 1909, showing what lands, at what price, and to what persons or corporations have been sold along the route of the Grand Trunk Pacific for stations, terminal or town site purposes. Presented 12th February, 1909.—*Mr. Foster.. .. ..Not printed.*

70. Return to an order of the House of Commons, dated 26th January, 1909, showing, year by year, since 1881, the expenditures charged annually to capital under the caption of Dominion lands, together with a similar statement of the total receipts from sale of lands, town sites, &c., where public domain has been permanently alienated. Presented 12th February, 1909.—*Mr. Ames.. .. ..Not printed.*

71. Return to an order of the House of Commons, dated 1st February, 1909, showing the amount of gold, silver and copper coins manufactured by the branch of the Royal Mint in Canada, and the amount of said coin not disposed of since it commenced operation up to 1st January, 1909. 2. How much silver in its crude state has been offered for sale to the management of the Royal Mint from Canadian mines in the year 1908, and what quantity has been accepted. 3. What reason the government gives for not purchasing all the silver in its crude state that is offered. 4. The system used in deciding from whom to make purchases. 5. How many Canadian mines have sold silver to the government, the names of said mines, and the quantity purchased from each. Presented 12th February, 1909.—*Mr. Armstrong.. .. ..Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

71*a*. Return to an order of the House of Commons, dated 1st February, 1909, showing the total cost of the Royal Mint to 31st December, 1908; the total expenses of Royal Mint for the calendar year 1908, (*a*) for additions and improvements, (*b*) for maintenance, (*c*) for salaries, (*d*) for bullion copper, silver and gold, respectively; the amount of copper, silver and gold coinage that was struck during that time; and the net profit on each kind of coinage. Presented 31st March, 1909.—*Mr. Foster*.. .. .. ..*Not printed.*

72. Return to an order of the House of Commons, dated 25th January, 1909, showing, in detail, the items comprised in the amount $699,235.52, given as miscellaneous revenue for the month of December, 1908. Presented 12th February, 1909.—*Mr. Ames.*
Not printed.

73. Return to an order of the House of Commons, dated 25th January, 1909, showing all free mail deliveries established or authorized since the 30th of June, 1908, in towns or villages; all free rural mail deliveries established or authorized since said date, the number of persons served by each such free mail delivery in the community or route for which it has been so established and the cost in each instance. Presented 12th February, 1909.—*Mr. Borden (Halifax)*.. .. ..*Not printed.*

73*a*. Return to an order of the House of Commons, dated 22nd March, 1909, for a copy of all correspondence and memoranda relating to rural mail delivery in the province of Alberta. Presented 17th May, 1909.—*Mr. McCarthy*.. .. ..*Not printed.*

74. General orders issued to the Militia between 28th November, 1907, to 31st January, 1909. Presented 15th February, 1909, by Sir Frederick Borden.. .. ..*Not printed.*

75. Return to an order of the House of Commons, dated 8th February, 1909, in detail showing what disposition has been made of the vote of $35,000 to cover the cost of boring for oil, gas, coal, &c., passed on 15th July, 1908, with a copy of all correspondence, reports, telegrams, memoranda, &c., connected with the matter, giving the district in which the wells were drilled, the cost and present condition of each well, and a copy of all contracts and tenders. Presented 15th February, 1909.—*Mr. Armstrong*..*Not printed.*

76. Return to an order of the House of Commons, dated 25th January, 1909, showing: 1. The number of accidents which occurred at level railway crossings in Canada during the period of five years prior to the 31st of March, 1908. 2. The time where and the places at which these accidents occurred. 3. The alleged cause of the accident in each case. 4. The number of persons killed in each case. 5. The number of persons injured and the nature of the injury in each case. 6. A statement in each case as to whether the crossing was protected or not, and if protected, by what means. Presented 16th February, 1909.—*Mr. Lennox*.. .. ..*Not printed.*

76*a*. Return to an order of the House of Commons, dated 10th February, 1909, showing since the constitution of the Railway Board, in how many cases they have ordered protection of highway-railway crossings, (*a*) by separation of the highway and railway, (*b*) by gates, (*c*) by other means, and the method adopted in each case; how the proceedings were initiated in each case; what order was made as to the expense of the work or service in each; at what points separation of highway and railway was ordered, and the actual or estimated cost in each case; in how many, and what cases applications were refused. Presented 4th March, 1909.—*Mr. Lennox*.. .. ..*Not printed.*

76*b*. Return to an address of the Senate, dated 25th February, 1909, for copies of all requests to the Board of Railway Commissioners by the Minister of Railways, under section 28 of the Railway Act, and also copies of all orders in council made within the last twelve months respecting level crossings by railways over public highways, the dates of making such requests or orders in council to be given. Presented 19th March, 1909.—*Hon. Mr. Ferguson*.. .. ..*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

77. Return to an order of the House of Commons, dated 1st February, 1909, showing all importations of steel bars, steel ingot, rolled iron and steel, steel rails and structural steel, into the Dominion of Canada, by months, since the 31st day of March, 1908, and up to the 31st January, 1909, showing: (*a*) the quantity imported, (*b*) the country from which imported. (*c*) port of entry, (*d*) the value of the imports, and (*e*) the amount of duty paid thereupon. Presented 18th February, 1909.—*Mr. Boyce.*
Not printed.

78. Return to an order of the House of Commons, dated 8th February, 1909, showing the number of seizures made by the Department of Inland Revenue during the years 1904, 1905, 1906, 1907 and 1908; the date of seizures; by whom seized; what the seizures consisted of; amount realized by the sale of such material seized; and how the seized material was disposed of. Presented 18th February, 1909.—*Mr. Barr.. .. ..Not printed.*

78*a*. Return to an order of the House of Commons, dated 10th February, 1909, showing the number of seizures made by the Department of Customs during the years 1904, 1905, 1906, 1907 and 1908; the date of seizures; by whom seized; what the seizures consisted of; the party from whom seized; amount realized by the sale of such material seized; and how the seized material was disposed of. Presented 11th March, 1909.—*Mr. Barr.*
Not printed.

79. Return showing remissions of interest made under subsection 2 of section 88 of the Indian Act, chapter 81, Revised Statutes of Canada, for the year ended 31st March, 1908. Presented 18th February, 1909, by Hon. F. Oliver.. .. ..*Not printed.*

80. Return to an order of the House of Commons, dated 3rd February, 1909, showing how many sessional clerks and messengers have been appointed to the House of Commons since 1880; their names and the date of their appointments; if appointed by the Internal Economy Commission or otherwise; how many sessional clerks and messengers have been removed from the House of Commons since 1880; their names and the dates of their removal; if removed by the Internal Economy Commission or otherwise. Presented 19th February, 1909.—*Mr. Paquet.. .. ..Not printed.*

81. Copy of an order in council of the 15th February, 1909, relative to the Second Joint Report of the Commission for the demarcation of the meridian of the 141st degree of west longitude (Alaska Boundary), appointed in virtue of the First Article of the Convention between Great Britain and the United States, signed at Washington on the 21st April, 1906; and also a copy of the said Report. Presented 22nd February, 1909, by Hon. F. Oliver.. .. ..*Not printed.*

82. Return to an order of the House of Commons, dated 3rd February, 1909, showing what precautionary measures were taken by the government to combat the introduction of the foot and mouth disease into Canada from United States; what officials were appointed especially for the work, the dates of appointment, length of service, remuneration paid to each as salary or expenses; the present danger, and when the embargo on live stock from the United States was raised. Presented 22nd February, 1909.—*Mr. Sharpe (Ontario).. .. ..Not printed.*

82*a*. Return to an order of the House of Commons, dated 8th February, 1909, showing what States of the United States have been quarantined by order in council by reason of the prevalence of foot and mouth disease in such States; how many inspectors were appointed by the government to prevent the importation of live stock into Canada from quarantine States; at what points such inspectors were stationed; and what salaries these inspectors were paid. Presented 22nd February, 1909.—*Mr. Chisholm (Huron).. .. ..Not printed.*

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CONTENTS OF VOLUME 17—*Continued.*

83. Return to an order of the House of Commons, dated 10th February, 1909, showing the quantity of summer-caught white fish, and the value, the pickerel, quantity and value, the sturgeon, quantity and value, exported to the United States for each year, respectively, during the years from November 1893 to November, 1908, from the Manitoba ports. Presented 23rd February, 1909.—*Mr. Bradbury*.. .. ..*Not printed.*

84. Return to an order of the House of Commons, dated 8th February, 1909, showing, in detail, all moneys received by this government from the sale of land, forest, mines, fisheries and other natural resources of the province of Alberta for the last fiscal year. Presented 23rd February, 1909.—*Mr. McCarthy*.. .. ..*Not printed.*

85. Return to an order of the eHouse of Commons, dated 17th February, 1909, showing from whom the wood-working machinery was purchased for Intercolonial Railway shops at Moncton or elsewhere since 1st January, 1908, how much from each and the prices paid; from whom the iron-working machinery was purchased for the Intercolonial Railway shops at Moncton, or elsewhere, since 1st January, 1908, how much from each, and the prices paid, the dates, (*a*) of purchase, and (*b*) of delivery. Presented 23rd February, 1909.—*Mr. Clare*.. .. ..*Not printed.*

85*a*. Return to an order of the House of Commons, dated 22nd March, 1909, showing the claims of any person or persons in Nova Scotia against the government by reason of personal damages or losses of animals or damages to property on account of the Intercolonial Railway, settled or paid between 1st June and 31st December, 1908, together with the names and addresses of such persons, the nature of their claims, how settlement was effected, and on what date settlement was effected in each case. Presented 26th March, 1909.—*Mr. Rhodes*.. .. ..*Not printed.*

86. Return to an address of the House of Commons, dated 15th February, 1909, for a copy of all orders in council, regulations, reports, correspondence, documents, and papers under, relating to or touching the several treaties of 11th April, 1908, between His Majesty and the United States of America, relating to or touching any action, proceeding, appointment, reports or other matter made, had or undertaken under or pursuant to the said treaties or either of them. Presented 25th February, 1909.—*Mr. Borden (Halifax)*.. .. ..*Not printed.*

87. Return to an order of the House of Commons, dated 26th February, 1909, for copy of a report of Thomas Costello, special officer of customs, on the subject of the Woollen Industry in Great Britain. Presented 26th February, 1909.—*Mr. Paterson.*
Printed for both distribution and sessional papers.

88. Copy of special agreement for the submission of question relating to Fisheries on the North Atlantic Coast under the general treaty of Arbitration concluded between the United States and Great Britain on the 4th day of April, 1908. Presented 26th February, 1909, by Hon. A. B. Aylesworth.. .. ..*Not printed.*

89. Return to an order of the House of Commons, dated 22nd February, 1909, showing how many heads of stock there are on the respective experimental farms and what they consist of; the estimated value of the different kinds, and for what purposes they are utilized; how many acres there are in each experimental farm; how many acres there are under cultivation on each farm. Presented 26th February, 1909.—*Mr. Staples*.. .. ..*Not printed.*

90. Declaration of Principles, North American Conservation Conference. Presented 26th February, 1909, by Hon. S. A. Fisher..*Printed for both distribution and sessional papers.*

91. Statement of insurance paid on the St. Lawrence route on merchandise, provisions and grain, from 1900 to 1907, both years inclusive. Presented (Senate) 28th January, 1909, by Hon.. Sir Richard Cartwright.. .. ..*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

92. Statement of the affairs of the British Canadian Loan and Investment Company (Limited), for the year ended the 31st of December, 1908, also a list of the shareholders for the same year, in compliance with the Loan Corporation Act. Presented (Senate) 25th February, 1909, by the Hon. the Speaker.. .. ..*Not printed.*

93. Copy of the Progress Report, Hudson Bay Railway Surveys, 1st February, 1909. Presented 4th March, 1909.—*Hon. G. P. Graham*.. .. ..*Not printed.*

93*a*. Return to an order of the House of Commons, dated 8th February, 1909, showing all surveys made to date in the prosecution of the proposed Hudson Bay Railway. Presented 8th March, 1909.—*Mr. Meighen*.. .. ..*Not printed.*

94. Return to an order of the House of Commons, dated 26th January, 1909, of all correspondence, papers and reports of engineers or others, relating to the authorization and construction of a canal from Lake Simcoe to Newmarket, including all contracts entered into, the amount of money so far paid, and the estimated cost of the completed work, with plans showing the capacity of the canal, and for all statements and estimates of the commercial reasons for the work. Presented 4th March, 1909.—*Mr. Foster*.. .. ..*Not printed.*

94*a*. Return to an order of the House of Commons, dated 22nd March, 1909, showing: 1. Who were employed to value the land of the right of way of the canal from Holland River to Newmarket, and what other duties than valuation of lands these parties were entrusted with. 2. The remuneration of each of these valuators. 3. How long they were employed, and upon what terms. 4. (*a*) What properties they valued, (*b*) at what amount or rate in each case, (*c*) the acreage of each property, (*d*) in how many cases, by names, the valuations were accepted by the owners, (*e*) in how many cases, by names, the valuations were finally rejected by the owners, (*f*) in what cases expropriation proceedings were resorted to, and (*g*) the result as compared with valuators' figures. 5. What titles to all properties have been required. Presented 31st March, 1909.—*Mr. Lennox*.. .. ..*Not printed.*

95. Return to an order of the House of Commons, dated 8th February, 1909, for a copy of all lists of voters as prepared by the enumerators and completed by the deputy returning officers for the several polling subdivisions in the electoral riding of Calgary, in the province of Alberta, and used in the recent general election for the House of Commons. Presented 4th March, 1909.—*Mr. McCarthy*.. .. ..*Not printed.*

95*a*. Return to an order of the House of Commons, dated 8th February, 1909, showing the names of the deputy returning officer, poll clerk, scrutineer or agent, or any other officer who acted, respectively, as such in the several polling subdivisions in the electoral district of Calgary in the recent general election for the House of Commons. Presented 4th March, 1909.—*Mr. McCarthy* .. ..*Not printed.*

95*b*. Return to an order of the House of Commons, dated 15th March, 1909, showing, in respect of the election for the House of Commons, held in the county of Montcalm, on the 26th of October, 1908, and in respect of each polling subdivision (*a*) the number of votes polled for each candidate; (*b*) the total number of valid votes polled; (*c*) the number of rejected ballots; (*d*) the number of spoiled ballots; (*e*) the number of voters on the revised voters' list; (*f*) the number of ballot papers in possession of the deputy returning officer at the hour of the opening of the poll; (*g*) the number of ballot papers remaining unused in the hands of the deputy returning officer at close of the pool; (*h*) the name and the address of the returning officer and names and addresses of each of his deputies and poll clerks; (*i*) all correspondence between the government, or any officer thereof, and the returning officer, or any deputy returning officer or poll clerk or, any candidate in respect of said election. Presented 22nd March, 1909.—*Mr. Ames*.. .. ..*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

95*c*. Return to an order of the House of Commons, dated 17th February, 1909, for a copy of all lists of voters as prepared by the enumerators and completed by the deputy returning officers for the several polling subdivisions in the electoral riding of Qu'Appelle, and used in the recent general election for the House of Commons; also for a return showing the boundaries of the said polling subdivisions, and the names of the enumerators, deputy returning officers, poll clerks, candidates' agents or scrutineers who acted for each poll. Presented 22nd March, 1909.—*Mr. Lake..Not printed.*

96. Return to an order of the House of Commons, dated 11th February, 1909, for a copy of a report made by Charles Olin to the Department of the Interior, of his visit to Sweden for that department in 1907-8, and of all correspondence leading up to his appointment to make such trip, and in any way relating thereto. Presented 4th March, 1909.—*Mr. Goodeve.. .. ..Not printed.*

97. Return to an order of the House of Commons, dated 8th February, 1909, for a copy of all applications that have been received for the transfer of villa lots in section 14, township 24, range 1, west of the fifth meridian, and all correspondence in connection therewith since the 10th day of June, 1908. Presented 4th March, 1909.—*Mr. McCarthy. Not printed.*

98. Return to an order of the House of Commons, dated 1st March, 1909, showing the average number of men employed in every capacity in the working, maintenance and repairs of the Carillon and Grenville Canals during each of the following months: July and August, 1906 and 1908, September and October, 1907 and 1908; and the total outlay for wages and salaries; also, the total expenditure of every kind in connection with the said canal during each of these months. Presented 4th March, 1909.—*Mr. Perley.. .. ..Not printed.*

99. Return to an address of the House of Commons, dated 22nd February, 1909, for a copy of orders in council, correspondence, letters, despatches, memoranda and communications, between the Imperial and Canadian governments relating to the organization of a Imperial General Staff. Presented 5th March, 1909.—*Mr. Talbot.*
Printed for both distribution and sessional papers.

100. Return to an order of the House of Commons, dated 1st February, 1909, for a copy of all correspondence between the Surveyor General's Department or Department of Indian Affairs and the late Mr. Vaughan, D.L.S., covering his instructions to survey the parish of St. Peters, St. Clements and St. Peters Indian Reserve; together with Mr. Vaughan's correspondence, &c.; of all correspondence between the Department of the Interior and Mr. H. M. Howell, Commissioner to investigate Indian claims on said reserve; of the report of Mr. Rothwell, Law Clerk of the Department of the Interior, on the said St. Peters land claim; of the itemized account of Frederick Heap, of the services rendered during the investigation, and instruction to him from the Department of the Interior and Indian Affairs. Presented 5th March, 1909.—*Mr. Bradbury.*
Not printed.

100*a*. Return to an order of the House of Commons, dated 22nd February, 1909, for a copy of the treaty arranged between St. Peters Indians and the government; and of all correspondence, papers, instructions, and documents relating to the aforesaid treaty. Presented 11th March, 1909.—*Mr. Bradbury.. .. ..Not printed.*

100*b*. Return to an order of the House of Commons, dated 17th February, 1909, showing the number and names of all parties who were entitled to receive patents, and did receive patents, under the treaty made by Mr. H. M. Howell for the surrender of St. Peters Reserve, Manitoba. Presented 12th March, 1909—*Mr. Bradbury.. .. .. ..Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

100*c*. Supplementary Return to No. 100. Presented 5th April, 1909.. .. ..*Not printed.*

100*d*. Return to an order of the House of Commons, dated 5th April, 1909, for a copy of all papers, letters and correspondence relating to, and an itemized statement of, the account of Mr. H. M. Howell in regard to the surrender of St. Peters Reserve. Presented 27th April, 1909.—*Mr. Smyth*.. .. ..*Not printed.*

100*e*. Supplementary Return to No. 100. Presented 19th May, 1909.. .. ..*Not printed.*

101. Supplementary Convention respecting the commercial relations between France and Canada, entered into at Paris on the 23rd day of January 1909, between His Majesty and the President of the French Republic. Presented 8th March, 1909, by Hon. W. S. Fielding.. .. .. *Printed for both distribution and sessional papers.*

102. Correspondence relating to Supplementary Convention respecting commercial relations between Canada and France. Presented 10th March, 1909, by Hon. W. S. Fielding. *Printed for both distribution and sessional papers.*

103. Return to an order of the House of Commons, dated 22nd February, 1909, for a copy of all evidence, reports, correspondence, writings, papers and documents in possession or control of the Department of Inland Revenue, including all correspondence and written statements between the department or its officials or agents, and the government of Manitoba, or the Attorney General or other officials or agents of that province, in reference to the quality of coal oil sold in Manitoba, and accidents caused by coal oil there during the year 1908, and connected with recent investigations into the cause of these disasters. Presented 8th March, 1909.—*Mr. Schaffner*.. .. ..*Not printed.*

104. Copies of cablegrams between His Excellency the Governor General and the Honourable the Secretary of State for the Colonies respecting the International Boundary Waters Treaty. Presented 8th March, 1909, by Sir Wilfrid Laurier.. .. ..*Not printed.*

104*a*. International Boundary Waters Treaty, signed at Washington, 11th January, 1909, (2) Rider attached by United States Senate. Presented 15th March, 1909, by Hon. W. S. Fielding.. .. ..*Not printed.*

105. Return to an order of the House of Commons, dated 16th January, 1909, showing the number and amount of temporary loans made by the government since 1st July, 1906, the bank or corporation with which each was made, the conditions and cost of the same. Presented 9th March, 1909.—*Mr. Foster*... .. ..*Not printed.*

105*a*. Return to an order of the House of Commons, dated 26th January, 1909, showing the amount and conditions of each permanent loan made by the government since 1st July, 1896, the bank or corporation through which it was made, the cost of each, in (*a*) brokerage and commission, (*b*) stamps, &c., (*c*) legal or other services, and (*d*) discounts, the net result of each loan and per cent of interest upon the same. Presented 24th March, 1909.—*Mr. Foster*.. .. ..*Not printed.*

105*b*. Supplementary Return to No. 105*a*. Presented 31st March, 1909.. .. .. ..*Not printed.*

105*c*. Return to an order of the House of Commons, dated 8th March, 1909, showing what expenses under the following heads: (*a*) bank commission, (*b*) underwriting charges, (*c*) brokerage, and (*d*) advertising, were incurred by the government on each of the following loans, and to whom the several amounts were paid, viz:—

	£	s.	d.
1874 loan extended to 1911, 4 per cent..	1,753,830	4	10
1875-8 Public Works guaranteed loan, 4 per cent..	3,200.000	0	0
Loan of 1884, 3½ per cent..	5,000,000	0	0

CONTENTS OF VOLUME 17—*Continued.*

Canada reduced 1885, 4 per cent..	6,443,136	2	9
Loan of 1885, 4 per cent..	4,000,000	0	0
C. P. R. land grant 1888, 3½ per cent..	3,093,700	0	0
4 per cent loan of 1908-12, 4 per cent..	1,379,600	0	0
3½ per cent loan 1908, (February issue) 3½ per cent..	3,000,000	0	0
3¾ per cent loan 1908, 3¾ per cent..	5,000,000	0	0
3½ per cent loan 1908 (October issue) 3½ per cent..	5,000,000	0	0
3¾ per cent loan 1909, 3¾ per cent..	6,000,000	0	0
Payable in Canada—			
Reduced loan of 1883, extended 3½ per cent..	$1,425,800	00	
Dominion stock issue—			
A reduced in 1897, 3½ per cent..	58,899	67	
B reduced in 1897, 3½ per cent..	325,900	00	
C reduced in 1897, 3½ per cent..	49,066	34	
E extended for 10 years, from 1st July, 1906, 3⅔ per cent..	2,500,000	00	
Dominion stock issue 1891, 3½ per cent..	404,202	00	

$5,000,000 for one month; Bank of Montreal, Ottawa; 2nd March, 1909; 4 per cent. Presented 6th April, 1909.—*Mr. Sharpe (Ontario).. .. ..Not printed.*

105*d*. Return to an order of the House of Commons, dated 26th January, 1909, showing, in respect of the sinking fund in connection with each outstanding loan forming on 31st March, 1908, part of the funded public debt: (*a*) term of loan, (*b*) the sinking fund rate, (*c*) the amount that has been each year set aside, including earnings of interest reinvested, (*d*) the aggregate amount to credit of sinking fund of that particular loan on 31st March, 1908, (*e*) the aggregate amount which may be reasonably expected to stand to credit of sinking fund on date when loan shall fall due, and if extended at the end of final period, (*f*) percentage which accrued sinking fund and its earnings will bear to the nominal amount of loan on date of expiry. Presented 6th April, 1909.—*Mr. Ames.. .. ..Not printed.*

105*e*. Supplementary Return No. 105*c*. Presented 19th April, 1909.. .. ..*Not printed.*

105*f*. Return to an address of the House of Commons, dated 8th February, 1909, for a copy of all orders in council, correspondence and papers, including prospectuses, in relation to the loans negotiated by the Minister of Finance from the 1st January, 1907, to date. Presented 19th April 1909.—*Mr. Foster.. .. ..Not printed.*

105*g*. Return to an order of the House of Commons, dated 26th January, 1909, showing, in detail, the contingent or nominal liabilities of the Dominion government on the 1st of January, 1909; that is to say, a statement of all amounts which might under existing legislation become exigible, such as earnable railway subsidies, government guaranteed loans, deficiencies which might require to be made good, &c. (See also 109*a*.) Presented 19th April, 1909.—*Mr. Ames.. .. ..Not printed.*

106. Return to an order of the House of Commons, dated 22nd February, 1909: 1. Showing the approximate area of coal and timber lands, respectively, in each of the provinces of Saskatchewan and Alberta (*a*) owned by private individuals or companies, (*b*) leased by the government to private individuals or companies; and the approximate area in each province on which mining or lumbering operations are actually being carried on. 2. The approximate amount of revenue collected by the government between 1st January, 1906, and the 31st December, 1908, on account of (*a*) payments for coal lands; (*b*) coal royalties; (*c*) bonuses and rentals on timber lands; (*d*) timber dues; (*e*) hay lands; (*f*) grazing lands, and (*g*) irrigation areas within each of the above provinces. Presented 11th March, 1909.—*Mr. Lake.. .. ..Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

106*a*. Return to an order of the House of Commons, dated 22nd February, 1906, showing how many acres have already been taken up in Manitoba, Saskatchewan and Alberta, respectively, by homestead and pre-emption, by railway lands, by Hudson Bay lands; by other corporations or persons; by waste, swamps or mountainous land unfit for tilling; by lake areas, including Winnipeg, Winnipegosis, Manitoba, Big Quill, Birch and Beaver; and the area in square miles of each province above named. Presented 11th March, 1909.—*Mr. Hughes*.. .. ..*Not printed.*

106*b*. Return to an order of the House of Commons, dated 8th March, 1909, for a copy of all applications, advertisements, tenders, leases, correspondence and papers of every description, with respect to timber berths Nos. 1316, 1317, 1318, 1330, 1331, 1332, 1333, 1334, 1335, 1336, 1360, 1361, 1362, 1363, 1364 and 1365. Presented 30th March, 1909.—*Mr. Bradbury*.. .. ..*Not printed.*

106*c*. Return to an order of the House of Commons, dated 22nd March, 1909, for a copy of all correspondence, communications in writing and documents, to the Minister of the Interior, or any official of the department, and the replies or communications from the minister or any official of the department, since 11th January, 1905, relating to the transfer of certain swamp lands in the Big Grass Marsh, in the province of Manitoba, to His Majesty King Edward VII., for the purposes of the province of Manitoba. Presented 30th March, 1909.—*Mr. Molloy*.. .. ..*Not printed.*

106*d*. Supplementary Return to an order of the House of Commons, dated 3rd March, 1909, showing with respect to leases granted since 30th June, 1896, for timber on Dominion lands in British Columbia, the names and addresses of lessees, the date, term and acreage of each lease, and the bonus received for the same. Presented 5th April, 1909. —*Mr. Taylor (New Westminster)*.. .. ..*Not printed.*

106*e*. Return to an order of the House of Commons, dated 5th April, 1909, for a copy of all correspondence, reports, papers, and communications in the possession of the Dominion Lands Office at Prince Albert and the Department of the Interior at Ottawa, in connection with the application for patent for the N.E. ¼ section 10, township 47, range 1, west 3rd meridian of A. A. Strachan, and the performance of his homestead duties. Presented 16th April, 1909.—*Mr. Lake*.. .. ..*Not printed.*

107. Return to an order of the House of Commons, dated 1st February, 1909, showing the total amount received by the Winnipeg *Free Press* from all the departments of the government from 1st July, 1896, to 1st January, 1909, specifying amount each year. Presented 11th March, 1909.—*Mr. Herron*.. .. ..*Not printed.*

107*a*. Supplementary Return to No. 107. Presented 26th March, 1909.. .. .. ..*Not printed.*

108. Return to an order to the House of Commons, dated 26th January, 1909, showing approximately the total amount of available cash on deposit to the credit of the government on the last day of each month during the period between the 1st of April, 1907, and the 31st December, 1908. Presented 11th March, 1909.—*Mr. Ames*.. ..*Not printed.*

109. Return to an order of the House of Commons, dated 26th January, 1909, showing to date the statement found on page 15 of the Budget Speech of 1898. Presented 11th March, 1909.—*Mr. Ames*.. .. ..*Not printed.*

109*a*. Return to an order of the House of Commons, dated 26th January, 1909, showing, in detail, the contingent or nominal liabilities of the Dominion government on the 1st January, 1909; that is to say, a statement of all amounts which might under existing legislation become exigible, such as earnable railway subsidies, government guaranteed loans, deficiencies, which might require to be made good, &c. (Supplementary to No. 105*g*.) Presented 11th March, 1909.—*Mr. Ames*.. .. ..*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

110. Return to an order of the House of Commons, dated 17th February, 1909, for a copy of all correspondence passing between the Department of Justice and the officers of New Westminster Penitentiary or other persons whatsoever, relating to the visit or proposed visit of detectives to Bill Miner during his incarceration in said penitentiary; also of the report of the Inspector of Penitentiaries after investigating the circumstances connected with Miner's escape, and of the evidence on which such report is based; also a copy of telegram sent from the said penitentiary to the department or its officers respecting Miner's escape, and of such telegrams as received and of telegrams sent and received in answer within two weeks from such escape. Presented 12th March, 1909.—*Mr. Taylor (New Westminster)*.. .. ..*Not printed*..

111. Return to an order of the House of Commons, dated 17th February, 1909, showing what amounts the government has paid property owners for damages caused by the holding up of water in the Otonabee River, between Hastings and Peterboro', and the names of the parties receiving settlements. Presented 15th March, 1909.—*Mr. Sexsmith.*

Not printed.

111*a*. Return to an order of the House of Commons, dated 17th February, 1909, showing what amounts the government has paid property owners in or around Stony Lake for damages caused by the rising of water, and who they were. Presented 15th March, 1909.—*Mr. Sexsmith*.. .. ..*Not printed.*

111*b*. Return to an order of the House of Commons, dated 8th February, 1909, showing what measures, if any, have been taken by the government to lower the waters of Lakes Simcoe and Couchiching; what moneys, if any, have been expended for this purpose, the date of expenditure, and persons superintending the same; the future intention of the government in this direction, for the purpose of reclaiming thousands of acres of first-class arable land. Presented 25th March, 1909.—*Mr. Sharpe (Ontario).*

Not printed.

112. Return to an order of the House of Commons, dated 3rd March, 1909, for the production of the original tenders received in reponse to advertisement calling for tenders for the erection of the building at Kingston R. M. C., intended for barracks accommodation, for stables; and also for a Return showing the advertisement and the papers in which inserted; said papers not to be part of the archives of this House, but to be returned by the Clerk to the Department of Public Works after inspection. Presented 15th March, 1909.—*Mr. Edwards*.. .. ..*Not printed.*

112*a*. Return to an order of the House of Commons, dated 3rd March, 1909, for the production of the original tenders received in response to advertisement calling for tenders for the erection of the Veterinary Hospital at Kingston, and also for a return showing the advertisement and the papers in which inserted, said papers not to be part of the archives of this House, but to be returned by the Clerk to the Department of Public Works after inspection. Presented 24th March, 1909.—*Mr. Edwards*.. .. ..*Not printed.*

113. Return to an order of the House of Commons, dated 22nd February, 1909, for a copy of all papers, letters, telegrams and communications, with reference to the complaint against and conviction and fine of F. Macdonald Jacobs, of Caughnawaga Reserve, for cutting cordwood upon territory occupied by him on the reserve, and to have refund of dues or fine. Presented 15th March, 1909.—*Mr. Boyce*.. .. .. ..*Not printed.*

114. Return to an address of the House of Commons, dated 17th February, 1909, for a copy of all correspondence, letters, despatches, memoranda, &c., between the Imperial government, or any member thereof, and the Governor General, government or any member thereof, relating to or bearing upon the question of Canada contributing to the support of the British fleet, or purchasing ships of her own, or assisting in any way in maintaining with the mother country the supremacy of the seas. Presented 17th March, 1909.—*Mr. Worthington*.. .. ..*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

115. Return to an order of the House of Commons, dated 22nd February, 1909, for a copy of all reports, memorials, documents and correspondence in possession of the government with regard to the superannuation and to making provision for the superannuation of officers and members of the crew of the winter or ice-breaking steamers owned or in the employ of the government. Presented 17th March, 1909.—*Mr. Warburton.*
Not printed.

116. Return to an order of the House of Commons, dated 17th February, 1909, for a copy of all correspondence between J. H. Davis and the Department of Marine and Fisheries referring to the fisheries of Manitoba; and of all petitions and correspondence from the Fisherman's Union, Gimli, Manitoba, to and with the said department. Presented 17th March, 1909.—*Mr. Bradbury*.. .. ..*Not printed.*

116*a*. Return to an order of the House of Commons, dated 17th February, 1909, for a copy of all correspondence or petitions received from F. W. Colclaugh, while he was inspector of fisheries for Manitoba, referring to the operations of commercial companies and others. Presented 29th March, 1909.—*Mr. Bradbury*.. .. ..*Not printed.*

117. Return to an order of the House of Commons, dated 8th March, 1909, for a copy of all reports, correspondence, statements, receipts, vouchers and documents of every description with respect to the granting and payment of the railway subsidy authorized under 6-7 Edward VII., chapter, 40, section 1, subsection 16. Presented 17th March, 1909.—*Mr. Ames*.. .. ..*Not printed.*

118. Return to an address of the House of Commons, dated 1st March, 1909, for a copy of all correspondence, documents and papers relating to the construction, or proposed construction, of a line of railway from a point at or near Caledonia to Liverpool, not exceeding 29 miles, referred to in the Acts of 1903, chapter 57, section 23*d*, and all orders in council, reports, contracts, agreements and other papers, relating to the same matters. Presented 18th March, 1909.—*Mr. Borden (Halifax)*.. .. ..*Not printed.*

119. Return to an address of the Senate dated 3rd March, 1909, calling for a statement showing the imports of oxide of aluminum for the years 1903, 1904, 1905, 1906, 1907, 1908, with value. Also a statement showing the exports of aluminum for the same years, with values. Presented 10th March, 1909.—*Hon. Mr. Domville*.. ..*Not printed.*

120. Return to an order of the House of Commons, dated 1st February, 1909, showing the number of applications made to the Board of Railway Commissioners for the privilege of crossing railway tracks with telephone and telegraph wires and with water mains, each, over the said period from 1st February, 1904, to the 1st January, 1908; the total number of applications granted over said period; the total number of applications refused; the date of each application; the date each application was granted; the length of time from the application to the granting of same; and what time should elapsed before the board should give its decision. Presented 23rd March, 1909.—*Mr. Barr*.. .. ..*Not printed.*

121. Return to an order of the House of Commons, dated 17th February, 1909, giving detailed items of the sum of $10,646.93, being revenue received from Kingston Penitentiary, other than from sale of twine, as shown on page L—36 of the Auditor General's Report, and stating what proportion of such revenue was derived from sales to officers of the penitentiary, with the names of such officers, and the amounts and nature of the goods purchased by them. Presented 23rd March, 1909.—*Mr. Barnard....Not printed.*

122. Return to an order of the House of Commons, dated 1st March, 1909, for a copy of all papers and correspondence between the government and the government of British Columbia with reference to the reduction of Indian Reserves in that province, proportionately to the decrease of Indian population as provided for by order in council. Presented 23rd March, 1909.—*Mr. Barnard*.. .. ..*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

123. Return to an order of the House of Commons, dated 17th February, 1909, for a copy of all correspondence, reports and papers of every description treating of or in connection with the application of or grant to Francis Percival Aylwin, of the city of Ottawa, of a tract of land in the province of Alberta for irrigation purposes. Presented 23rd March, 1909.—*Mr. Magrath*.. .. ..*Not printed.*

124. Return to an order of the House of Commons, dated 3rd March, 1909, showing the amounts on deposit in the Government Savings Department on 1st October, 1889, 1st October, 1896, and 1st October, 1897 and 1898; how many officials were employed in connection with the management of this fund in the years 1888, 1890, 1898, 1900 and 1908; the cost of the management of this fund in the years 1888, 1890, 1898, 1900 and 1908. Presented 23rd March, 1909.—*Mr. Sharpe (Ontario)*.. .. ..*Not printed.*

124*a*. Supplementary Return to No. 124. Presented 5th April, 1909.. .. .. ..*Not printed.*

125. Return to an order of the House of Commons, dated 1st February, 1909, showing what operations, including all expenditures, were carried on last year under the fishing leases granted to F. H. Markey, of Montreal, for Great Slave Lake, Nelson and other rivers; J. K. McKenzie, of Selkirk, for Lesser Slave Lake and Arthabaska Lakes; Archibald McNee, for parts of James Bay; Coffey and Merritt, Cedar Lake; The Capital City Packing Company (Limited) and the William Hickey Company (Limited). Presented 24th March, 1909.—*Mr. Bradbury*.. .. ..*Not printed.*

126. Return to an order of the House of Commons, dated 26th January, 1909, showing the names and places of registry of the several American fishing vessels seized by the Dominion fishery cruisers for illegal fishing in Canadian waters since 1900, and of the courts in which action for penalties or forfeitures were instituted, the mode of service of the writs or other process on such foreign fishing vessels, and in what court tried; and a statement of the fines imposed, or proceeds of sale realized, and how such fines or proceeds of forfeiture were appropriated; also a copy of the judgment of the High Court of Justice for Ontario in the case of Rex vs. American Gasoline Fishing Boat. Presented 24th March, 1909.—*Mr. Macdonell*.. .. ..*Not printed.*

127. Return to an address of the House of Commons, dated 1st February, 1909, for a copy of all orders in council, reports, correspondence, deeds, conveyances, regulations, conditions and other documents relating to (*a*) the grant or conveyance to the Grand Trunk Railway Company of Canada of a portion of Major Hill Park, so-called, for the site of an hotel, or touching the use or purpose for which the said conveyance was made or proposed; (*b*) the grant or conveyance to the said company or to the Ottawa Railway Terminal Company or to any other person or corporation of any lands in or adjoining the city of Ottawa for the purpose of or in connection with the building of a station at Ottawa or for other railway purposes. Presented 24th March, 1909.—*Mr. Borden (Halifax)*.. .. ..*Not printed.*

128. Return to an order of the House of Commons, dated 3rd March, 1909, showing how many post offices have been transferred in the province of Manitoba since 1st November, 1908; who the former postmasters were, and who the present postmasters are, with the names of offices; and the reasons assigned for the transfers. Presented 24th March, 1909.—*Mr. Roche*.. .. ..*Not printed.*

128*a*. Return to an order of the House of Commons, dated 8th March, 1909, for a copy of all applications, correspondence, reports, documents and papers relating to the establishment and service of a post office at Hand Hills, Alberta. Presented 13th April, 1909.—*Mr. Magrath*.. .. ..*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

128*b*. Return to an order of the House of Commons, dated 22nd March, 1909, for a copy of all correspondence, petitions and reports addressed to the government, or Post Office Department, and all correspondence and orders consequent thereon, relating to the change of the name of the post office of Weymouth North, and of the post office of Weymouth Bridge to Weymouth. Presented 19th April, 1909.—*Mr. Jameson.*
Not printed.

129. Return to an order of the House of Commons, dated 8th March, 1909, showing the names and addresses of the several immigration agents in Canada whose duty it is to locate or settle immigrants upon their arrival in Canada, what salary or remuneration has been paid to each such agent for the fiscal year 1908 and up to the 1st February, 1909, and on what basis they are paid. Presented 25th March, 1909.—*Mr. Macdonell.*
Not printed.

129*a*. Return to an order of the House of Commons, dated 8th March, 1909, showing the names and addresses of the several inspectors of immigrants employed by the government; what salary or remuneration has been paid to each such inspector during the fiscal year 1908 and up to the 1st February, 1909; and on what basis they are paid. Presented 25th March, 1909.—*Mr. Herron*.. .. ..*Not printed.*

129*b*. Return to an order of the House of Commons, dated 10th February, 1909, for a copy of all correspondence, reports and documents between the Department of the Interior and the immigration agents in the United States; and between the Department of the Interior and the colonization societies since the 1st of January, 1908. Presented 30th March, 1909.—*Mr. Paquet*.. .. ..*Not printed.*

130. Return to an order of the House of Commons, dated 15th March, 1909, showing the amounts paid during the years 1903-4, 1905-6 and 1907-8 by the following Departments: (*a*) Marine and Fisheries, (*b*) Railways and Canals, (*c*) Customs, (*d*) Post Office, (*e*) Militia and Defence, and (*f*) Public Works, to the following persons, firms and companies, viz.—The Wilson Gas Buoys Company, the Canadian Fog Signal Company, James Murphy, William R. Blakiston, James Holliday, Allison Davie, J. B. Coté, Adolph Huot, Joseph Samson, Samson & Philion, E. Pelletier, Napoleon Mercier, Severin Martel, Michel Thibodeau, Edmond Belanger & Co., Marie & Themblay, Terreau & Racine, Rock City Tobacco Company, J. N. Martineau, George Marchand, Jean Drolet, Elie Amyot, Charles A. Parent, A. N. Melvin, W. G. Robertson, Wm. Robertson & Co., Howell & Co., St. John Iron Works, Charles McDonald, John A. Moore, Wm. J. Vroom, John A. McAvity Bros., George McAvity, Patrick J. Mooney, Polson Bros. or Polson Iron Works, Merwin & Company, F. L. Brooks & Company, F. S. Brooks, Safety Company, Submarine Company, Wm. J. Allen and Mr. Willard. Presented 25th March, 1909.—*Mr. Sharpe (Ontario)*.. .. .. *Not printed.*

131. Return to an order of the House of Commons, dated 25th January, 1909, showing in relation to each dog-fish reduction plant or establishment for the reduction of dog-fish erected by or for the government or maintained in whole or in part by the government (*a*) the cost of construction, (*b*) the cost of maintenance for each year, (*c*) the location, (*d*) the quantity of dog-fish treated thereat in each year, and (*e*) the amount realized from the sale or disposal thereof in each year. Presented 25th March, 1909.—*Mr. Borden (Halifax)*.. .. ..*Not printed.*

132. Return to an order of the House of Commons, dated 17th February, 1909, showing the amount of money paid by the government, including all branches of the service, from 1st January, 1897, to 1st January, 1909, to the Logberg Printing Company, Winnipeg. Presented 26th March, 1909.—*Mr. Bradbury*.. .. ..*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

132*a*. Supplementary Return to No. 132. Presented 6th April, 1909.. .. ..*Not printed.*

133. Return to an order of the House of Commons, dated 22nd March, 1909, showing the amount of produce of the following lines shipped to Great Britain or other countries in cold storage, or cooled air chambers, during the years 1907 and 1908:—Apples, in barrels or other packages, pears, plums, tomatoes, fresh meat, in pounds, fowl, fish, butter, eggs and cheese; to what country or countries they were shipped, and their condition on landing; the system of cold storage principally in use on the steamships carrying such produce. Presented 26th March, 1909.—*Mr. Sproule*.. .. ..*Not printed.*

134. Return to an address of the House of Commons, dated 10th February, 1909, for a copy of all correspondence, telegrams, papers, reports and valuations of officers or experts, and orders in council, in connection with the purchase, removal and repairing of the dredge *Industry* and parts thereof, including scow, boilers and parts. Presented 29th March, 1909.—*Mr. Foster*.. .. ..*Not printed.*

135. Copy of a letter sent to all officers of the Department of Public Works charged with the purchase of materials and supplies, and the certifying of accounts for same, under the different branches of the chief architect, the chief engineer and the superintendent of telegraphs. Presented 31st March, 1909, by Hon. W. Pugsley.. .. .. ..*Not printed.*

136. Return to an order of the House of Commons, dated 8th February, 1909, showing the Ross Rifles, Mark I. and Mark II., or any other description of Ross Rifle, used by the Canadian rifle team at Bisley last year in the regular team competitions; what Ross rifles of any description were used in the Bisley competitions, regular or extra series matches, by any member of the Canadian team, or any Canadian marksman engaging in such matches; with the name of the individual, and if in the employ of the Ross Rifle Company; the description of the rifle, and in what way it differs from the Ross Rifle, Mark I. and Mark II., both as to length of barrel and such expert accessories as wind gauges, sights, globe or ring, spirit levels, &c., if a target rifle or a service rifle, and if to be adopted by the government for the militia; and where the rifle was manufactured in toto. Presented 1st April, 1909.—*Mr. Worthington*.. .. ..*Not printed.*

137. Return to an address of the House of Commons, dated 10th February, 1909, for a copy of all correspondence, papers, reports, estimates, orders in council, &c., in connection with the surveys of and boring in, and called for tenders for dredging or excavation in the St. John Harbour and Courtney Bay, or either of them, during the year 1908; a copy of the advertisements, names of the papers in which they were inserted, the tenders received and dates, the names of the tenderers and the amount of each tender; which tender, if any, was accepted, the deposit required, and in which bank it was deposited. Presented 6th April, 1909.—*Mr. Daniel*.. .. ..*Not printed.*

137*a*. Return to an address of the House of Commons, dated 10th February, 1909, for a copy of all correspondence, papers, orders in council, advertisements, tenders, contracts, &c., in connection with dredging in the harbour of St. John, New Brunswick, covering the area dredged by Gershen B. Mayes, the Dominion Dredge Company, John Moore, or other parties, during the years 1904, 1905, 1906, 1907 and 1908; the quantities dug under each contract, the amounts paid to each contractor, the date of each payment, and to whom. Presented 11th May, 1909.—*Mr. Daniel*.. .. ..*Not printed.*

138. Return to an order of the House of Commons, dated 1st February, 1909, showing: 1. The total amount expended on public works by this government in the riding of Bonaventure prior to the general elections of 1900. 2. The total amount expended by the government in this riding, (*a*) on public works, and (*b*) in aid of the railways and other undertakings since said general election, and the estimated additional amount

CONTENTS OF VOLUME 17—*Continued.*

required, (*a*) to complete these public works, and (*b*) to meet the subsidies or grants in aid of railways or other undertakings. 3. The various public works undertaken by the Government in this riding between the general election of 1896 and the general election of 1900, the dates when the several works were undertaken, whether they were let by public advertisement, tender, and contract, or how otherwise, and the sums of money, stated separately, expended upon these works prior to the election of 1900. 4. Which of these several works were completed and which of them remained uncompleted at the date of the election in 1900. 5. The sums of money, stated separately, expended in or towards completing these works since the said election of 1900, and the dates of expenditure. 6. The various public works undertaken and carried on by the Government since the general election of 1900, the dates when the several works were inaugurated or commenced, the sums of money, stated separately, expended upon these works, and the estimated amount required to complete such of these works as have not been completed; and showing whether these works were done by tender or contract, or how otherwise. 7. The moneys granted by the Government by way of subsidy aid to railways or other undertakings in said riding since the general election of 1900, the sums of money paid under these grants and the estimated amount required to meet future payments. 8. The public works commenced and the money obligations incurred and moneys expended for public works within said riding of Bonaventure during the month of October last. Presented 13th April, 1909.—*Mr. Lennox.. .. .. ..Not printed.*

139. Return to an order of the House of Commons, dated 1st March, 1909, showing the names and addresses of all half-breeds living in the United States who have been allotted scrip since January, 1902, and to whom said scrip was sent or delivered. Presented 13th April, 1909.—*Mr. Bradbury.. .. ..Not printed.*

140. Return to an address of the House of Commons, dated 1st March, 1909, for a copy of all correspondence, orders in council, papers and other documents relating to the disallowance, or application therefor, of an Act of the Legislature of the province of Ontario, intituled: 'An Act respecting Cobalt Lake and Kerr Lake,' being chapter 15 of the Statutes of 1907. Presented 13th April, 1909.—*Mr. Clarke (Essex)..Not printed.*

141. Return to an order of the House of Commons, dated 15th February, 1909, showing: 1. The total mileage of railways authorized to be constructed under charters granted by the Dominion Parliament, between the period from 1888 to 1908, inclusive, exclusive of the Grand Trunk Railway Company, the Canadian Pacific Railway Company, the Canadian Northern Railway Company, and the Grand Trunk Pacific Railway Company. 2. Exclusive of the above named companies, the number of miles actually constructed under said charters. 3. The number of said companies so incorporated. 4. The number of those that have actually constructed any portion of the railway so authorized. 5. The number of said charters which have lapsed. 6. The number granted an extension of time for construction. 7. The number granted two such extensions. 8. The number granted three such extensions or more. Presented 19th April, 1909.—*Mr. Middlebro.. .. ..Not printed.*

141*a*. Return to an order of the House of Commons, dated 17th February, 1909, giving a list of railway charters granted since 1st January, 1900, other than to the Grand Trunk, Grand Trunk Pacific, the Canadian Northern and the Canadian Pacific Railway Companies, showing those whose powers have lapsed, and the length of each of the proposed roads and branches, the date of charters and renewals, if any, the total mileage constructed, the capital stock authorized, subscribed and paid up. Presented 19th April, 1909.—*Mr. Magrath.. .. ..Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 17—*Continued.*

142. Return to an order of the House of Commons, dated 1st March, 1909, showing: 1. At what work the Translation Branch of the House of Commons is employed. 2. The number of permanent translators in this branch. 3. The total amount of salaries paid to these translators. 4. The documents, reports and other matters which have been translated in this branch in the last twelve months, not including the pages already translated in the preceding year and repeated for the purpose of the report, nor the tables already made and translated and repeated for the purpose of completing these reports and documents, which have been most recently translated. 5. The total number of pages translated by the permanent translators. 6. The total number of persons, outside of the Translation Branch, to whom has been given translation work. 7. How much this outside work has cost, and how many pages have been translated in this way. 8. What Blue-books, if any, and other matters, excepting *Hansard*, is translated in other departments other than the Translation Branch of the House of Commons, and in what departments. Presented 19th April, 1909.—*Mr. Boyer.*
Not printed.

143. Certified copy of a Report of the Committee of the Privy Council, approved by His Excellency on the 19th April, 1909.—Regulations of the Civil Service Commission with reference to entrance into and promotion in the service. Presented 20th April, 1909, by Hon. C. Murphy.. .. .. .

CONTENTS OF VOLUME 17—*Continued.*

name of each statistical or special publication, the number of such printed, and the number of pages in each, the number of officials employed in the preparation of the publication, the total cost of each, and the total cost of all such publications for the year 1908. Presented 22nd April, 1909.—*Mr. Foster*.. .. ..*Not printed.*

148. Return to an order of the House of Commons, dated 5th April, 1909, for copies of all correspondence between the Marine and Fisheries Department and any person or persons relative to the concellation of the certificate of Thomas Bibbington, or the removal of his name from the list of certified pilots for the port of Victoria, B.C. Presented 22nd April, 1909.—*Mr. Barnard*.. .. ..*Not printed.*

149. Return to an order of the House of Commons, dated 8th February, 1909, showing all contracts for the carrying of mail, which expire in the month of April, 1909, that have been renewed without asking for tenders; where the routes are situated, the price paid for carrying the mail, and the name of the carrier, and his place of residence in each case. Presented 27th April, 1909.—*Mr. Armstrong*.. .. ..*Not printed.*

150. Copy of an ordinance respecting the hearing and decision of disputes in relation to mining lands in the Yukon Territory. Presented (Senate) 5th May, 1909, by Hon. Sir Richard Cartwright.. .. ..*Not printed.*

151. Copy of an ordinance respecting the imposition of a tax upon ale, porter, beer or lager beer imported into the Yukon Territory. Presented (Senate) 5th May, 1909, by Hon. Sir Richard Cartwright.. .. ..*Not printed.*

152. Return to an order of the House of Commons, dated 11th February, 1909, for a copy of all communications, accounts, reports and other papers received by the Department of Public Works from A. Edgar Hanson, E. T. P. Shewan, or other person or persons, relating to the survey of the St. John River channel between Fredericton and Woodstock, and of all letters, instructions, &c., from the department to Mr. Hanson, Mr. Shewan, or other person or persons in connection therewith. Presented 7th May, 1909. —*Mr. Crocket*.. .. ..*Not printed.*

153. Return to an address of the House of Commons, dated 22nd March, 1909, for a copy of all orders in council directing that repairs be made on different wharfs in the county of Soulanges, a copy of all correspondence, reports, accounts and pay-rolls relating to the valuation of these works, the payment and the list of names of all who were employed as day labourers on these works; a copy of all letters, reports and recommendations exchanged between the Government and all other perons relating to the choice of men to be engaged on these works and those who should be refused employment; a copy of the report of accounts produced by Mr. Alfred Bissonette, wharfinger at St. Zotique, and Mr. Treflé Poirier, wharfinger on the wharfs of the canal and River St. Lawrence, in the parish of Des Cèdres, and of those of Mr. Isaïe Lalonde, son of Albert, farmer, of St. Zotique; a copy of accounts for furnishing wood, iron, cement, sand and stone used in the building of said wharfs, and also a statement of the materials purchased as aforesaid, paid for by the department, and which were not used because they were considered unfit for the building of these wharfs. Presented 11th May, 1909.—*Mr. Lortie*.. .. ..*Not printed.*

154. Return to an address of the House of Commons, dated 8th February, 1909, for a copy of all orders in council, correspondence, papers and other documents between the Government or any member thereof, and any person or persons, referring in any way to the drainage of the Nation River, running through the township of Matilda and Winchester, in the county of Dundas, from the year 1904. Presented 11th May, 1909.— *Mr. Broder*.. .. ..*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

155. Return to an order of the House of Commons, dated 5th April, 1909, showing the amount of money received from the Government by the *Canada Posten* of Winnipeg during the years 1907 and 1908. Presented 12th May, 1909.—*Mr. Bradbury*..*Not printed.*

156. Farming in Canada.—Report of the Scottish Commission on Agriculture in Canada, 1908. Presented 12th May, 1909, by Hon. F. Oliver.. .. ..*Not printed.*

157. Return to an order of the House of Commons, dated 5th April, 1909, for a copy of all correspondence and reports respecting the Colonization and Repatriation Society of Lake St. John from 1900 to this date, and a detailed statement of the moneys paid to the society and of the manner in which they have been expended between these dates. Presented 14th May, 1909.—*Mr. Girard*.. .. ..*Not printed*

158. Return to an address of the Senate, dated 19th March, 1909, calling for copies of all correspondence and documents from the Pacific Cable Board on the working and revenue of the Pacific cable and all information on the subject of a state-owned Atlantic cable and Empire cables generally. Presented 13th May, 1909.—*Hon. Mr. Belcourt*.. .. ..*Not printed.*

159. Return to an address of the Senate, dated 29th April, 1909, for copies of all correspondence between the Honourable Sir Frederick Borden, Minister of Militia and Defence, Mr. Crowe and others, relating to the admission of Newfoundland into the Dominion as a province of the same. Presented 13th May, 1909.—*Hon. Sir Mackenzie Bowell.*
Not printed.

160. Return to an order of the House of Commons, dated 5th April, 1909, for a copy of all documents, complaints, correspondence and decisions arrived at relating to a contract of lease entered into between Alphonse Laberge, lessor, and the Government of the Dominion of Canada, lessee, of date 20th day of July, 1904. Presented 14th May, 1909. —*Mr. Roy (Montmagny)*.. .. ..*Not printed.*

161. Return to an order of the House of Commons, dated 22nd March, 1909, for a copy of all correspondence, tenders and documents in connection with the construction of an ice-breaking steamer for Northumberland Straits, let to Messers. Vickers, Sons & Maxim; also the same in connection with the construction of a lighthouse tender and buoy steamer for the Great Lakes, by Messrs. Swan, Hunter, Wigham & Richardson. Presented 15th May, 1909.—*Mr. Currie (Simcoe)*.. .. ..*Not printed.*

162. Order in Council granting authority for the exemption from payment of the Chinese Capitation Tax in certain cases. Presented 17th May, 1909, by Sir Wilfrid Laurier.
Not printed.

163. Return to an order of the House of Commons, dated 3rd March, 1909, showing with respect to prosecutions since 1906 for violation of postal law, the nature of each offence alleged, the place of residence of person charged, and the result of each trial and penalty imposed. Presented 17th May, 1909.—*Mr. Taylor (New Westminster).*
Not printed.

164. Return to an order of the House of Commons, dated 8th March, 1909, for a copy of all reports, specifications, offers, tenders, contracts, alterations of contract, correspondence and documents of every description relating to or in connection with the contract of Thadee Desbiens for an extension to the Chicoutimi pier; and the same in connection with the contract of the General Construction Company, for work done by the dredge *Algonquin* at at near said pier. Presented 18th May, 1909.—*Mr. Ames*....*Not printed.*

CONTENTS OF VOLUME 17—*Continued.*

164*a*. Return to an order of the House of Commons, dated 8th March, 1909, for a copy of all petitions, reports, specifications, offers, tenders, contracts or papers, of any description in connection with the protection pier at Rivière du Moulin, near Chicoutimi; Saguenay County, P.Q. Presented 19th May, 1909.—*Mr. Ames*.. .. ..*Not printed.*

165. Return to an order of the House of Commons, dated 5th April, 1909, showing how many seining licenses for fishing in Pacific coast waters are now current; to whom they have been granted; the area covered by each license, and how many of these licenses are being operated by the original licensees, and how many by aliens. Presented 18th May, 1909.—*Mr. Cowan*.. .. ..*Not printed.*

165*a*. Return to an order of the House of Commons, dated 8th March, 1909, showing: 1. How many licenses to fish and pack lobsters in the coast waters of Prince Edward Island have been issued by the Dominion Government since 1st January, 1904, to this date, and to whom same were issued. 2. A copy of any petitions, requests, or correspondence received by the Government from any person or persons, or corporations since 1st January, 1904, asking for licenses to fish and pack lobsters in said province. 3. The number of new licenses likely to be issued by the Government during the present year. Presented 18th May, 1909.—*Mr. Fraser*.. .. ..*Not printed.*

165*b*. Return to an order of the House of Commons, dated 5th April, 1909, showing the names of all persons residing in the town of Liverpool, Nova Scotia, or in its vicinity, who were paid fishing bounties in the year 1908, and the names of all persons residing in Liverpool, Nova Scotia, or in the vicinity thereof, to whom seine trap licenses were issued in 1908, and the amounts paid for the same in each case. Presented 19th May, 1909.—*Mr. Crosby*.. .. ..*Not printed.*

166. Return to an address of the Senate, dated 18th March, 1909, calling for copies of all charges,—complaints made by Mr. Joseph Girard or others to the Prime Minister, or any member of the Government, against the Lake St. John Colonization Society. Presented 18th May, 1909.—*Hon. Mr. Tessier*.. .. ..*Not printed.*

167. Return to an order of the House of Commons, dated 8th March, 1909, for a copy of all correspondence, communications in writing and documents from the grand secretary, or any other officials of the Fishermen's Union of Nova Scotia, or any branch or station of the said union, to the Minister of Marine and Fisheries or to any official of the department, and the replies or communications from the minister or any official of the department since the 1st of January, 1907. Presented 19th May, 1909.—*Mr. Borden (Halifax)*.. .. ..*Not printed.*

168. Return to an order of the House of Commons, dated 13th January, 1908, showing all wharfs, piers, breakwaters, and other public works of a similar character which have been constructed at the expense of Canada, since 1st January, 1897, or for which public money has been voted or appropriated since that date, giving the amount expended or appropriated in each instance, the total cost of each such work, the estimated total cost in each case where the work has not yet been completed, the name of the place where the work is situated, the cost of annual maintenance and upkeep of each such work, and the amount of annual revenue derived therefrom in each instance. Presented 19th May, 1909.—*Mr. Borden (Halifax)*.. .. ..*Not printed.*

169. Return to an order of the House of Commons, dated 8th February, 1909, showing how many hogs have been killed during each month from the 1st of November, 1907, to 1st November, 1908, inclusive, by the following packing companies: the Laing Pack. and Prov. Co., Ltd., Montreal; the Collingwood Pack. Co., Ltd., Collingwood; the Williams Davis Co., Ltd., Harriston; the George Matthews Co., Ltd., Hull; the George Mat-

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thews Co., Ltd., Brantford, the George Matthews Co., Ltd., Peterborough; the Whyte Packing Co., Ltd., Brantford; the Canadian Packing Co., Ltd., London, and the number of hogs condemned, including intestines, during the same period. Presented 19th May, 1909.—*Mr. Beattie*.. .. ..*Not printed.*

170. Copy of correspondence between the Government of Canada and the British Government on the subject of Imperial Naval Defence. Presented 19th May, 1909, by Sir Wilfrid Laurier.. .. ..*Not printed.*

171. Return to an order of the Senate, dated 12th May, 1909, calling for copies of the petitions, letters patent and telegrams sent by the citizens of the parish, or of the township, and of the village of Laterrière, in the county of Chicoutimi, asking for a subsidy for the Ha-Ha Bay Railway Company, or any other railway company, to build a railway from Jonquière, or near thereto, to St. Alphonse. Presented 19th May, 1909.—*Hon. Mr. Choquette*.. .. ..*Not printed.*

DEPARTMENT

OF

PUBLIC PRINTING AND STATIONERY

ANNUAL REPORT

FOR THE FISCAL YEAR ENDED MARCH 31, 1908

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY C. H. PARMELEE PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1909

[No. 32—1909]

To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, &c., &c., Governor General of Canada.

May it Please Your Excellency:

The undersigned has the honour to present to Your Excellency the Annual Report of the Department of Public Printing and Stationery, for the year ended March 31, 1908.

All of which is respectfully submitted.

CHARLES MURPHY,
Secretary of State.

Ottawa, January, 1909.

Department of Public Printing and Stationery.
Office of the King's Printer and Controller of Stationery,
Ottawa, January, 1909.

The Honourable Charles Murphy, K.C., M.P.,
Secretary of State.

Sir,—I have the honour to submit herewith the usual annual report of this department. It covers a period of twelve months—from April 1, 1907, to March 31, 1908—being the fiscal year as now fixed by statute. As has been customary, the operations of the period are shown under the heads of the three distinct branches into which the department is divided, and are set forth in detail in the appended reports of the Accountant, the Superintendent of Printing, and the Superintendent of Stationery, respectively.

The work carried on at the Printing Bureau continues to show a steady increase. Comparison cannot be made, however, with the fiscal period immediately preceding; for that consisted of nine months only. A previous normal year of twelve months must be taken. Even then allowance must also be made for the recent change under which customs duties are collected upon all goods, without exemption for importations for government use. This chiefly affects the stationery branch, and enhances, by so much, the cost of such articles as are imported. The growth of the business of this branch is well shown by a table on page 41. Taking the next previous complete year, it will be seen that while, in 1905-6, the total value of goods sent out by the branch was $444,515, it reached $580,027 in 1907-8. The increase, however, is better shown by bulk than value. In the two years compared, the number of packages sent by mail increased from 29,653 to 45,628, and of packages sent by rail from 1,182 to 3,129.

The growth of the business of the printing branch is manifest to the most casual observer. Bulletins and other special reports of all sorts and sizes are now issued in long numbers by nearly all the departments of government. The sessions of parliament are longer and the Commons *Hansard,* from its former bulk of one volume, has grown to be a work in five, six, and once even in seven volumes. All this called for increased accommodation, but, as pointed out in my last report, the additional room was not available until increased driving power and much new and improved machinery were provided. The extension of the press-room allowed for the installation of six new presses.

The development during the past year has been mainly in the extension and perfection of the binding department. The Bureau has suffered, ever since its inception, in consequence of insufficient space having been allotted to the bindery. No increase in the number of typesetting machines or of printing presses was ever able to make up for the original deficiency of space and of machinery in the bindery. The unfolded sheets would accumulate in immense stacks upon the floors, and the new work was obstructed while the old work was slowly proceeding towards completion. Every publication must, of necessity, pass through the bindery before being ready for delivery, and the limited outlet of the bindery caused congestion throughout the whole institution. The increased space, therefore, was largely devoted to making a complete and efficient pamphlet bindery, in which large masses of work

could be handled with increased speed. The first thing necessary was to do away altogether with the tedious and costly process of folding by hand. There were indeed a few folding machines in the bindery; but they were of antique type and limited capacity. Four new folding machines of the most recent and improved pattern were installed, to which were attached automatic feeding machines. By their assistance the utmost output of the presses is now kept under control, and every day's product is folded up so promptly that no piles of sheets can accumulate and cause delay. The number of gathering tables is increased and the number of stitching and book-sewing machines is also largely increased. Improved cutting machines and a most efficient pamphlet-covering machine were added. Additional bundling and pressing machines were also installed, so that pamphlet work could be handled with the utmost possible speed. By these means the production of the sessional work of parliament has been much facilitated and great improvement became evident in proportion as the new machines began to take up the work.

The letterpress bindery was also enlarged and provided with new and improved machinery, especially in the direction of improved facilities for cloth binding. A cloth-cutting machine, a case-making machine and a casing-in machine were provided, and these revolutionized the entire output of cloth-bound volumes, for a rounding and backing machine had been purchased three years ago. Other improved machines were also procured, and the letterpress bindery was thus brought up to date.

The binding of large blank books and of letterpress books in leather must still be done to a great extent by hand. Where, however, any new machine was found to assist production it was procured; and, in this way, the efficiency of the bindery was largely increased. A much needed change was made in providing new space for the ruling machines and in separating the ruling department from the rest of the bindery. The department in which the post office stamped envelopes are made and die stamping is done was also enlarged, and its output increased by the introduction of new machinery. A large and convenient room, separated from the rest of the bindery, was provided for this work.

The introduction of so many new machines and the enlargement of the space occupied, of necessity, implied increased motive power and, as indicated in my last report, the opportunity was taken to adopt electricity as a motive power. Steam power was not, however, abandoned, but while much of the machinery and most of the presses are still run by steam, all the new machines are run by independent motors after the latest and most approved method in the largest establishments of the great cities. The advantage of the double source of motive power was several times apparent during the year, for on occasions when the electric power was interrupted the Bureau was still able to get out the work immediately necessary.

The most notable work performed since the issue of my last report is the printing of the voters lists for the election of 1908. The statutory period of the duration of parliament would not expire for another year, and it was not known until dissolution was proclaimed whether there would be an election in 1908 or not. Under the existing Act the lists have to be entirely re-set for every election, for whether any lists can be utilized or not depends entirely upon the day which happens to be fixed for nomination, and the change of a day might throw out the lists of a whole province. It was therefore very uncertain when or whether an election would be held.

It was clear that, when the work was called for, very little time would be allowed to do it in, and it was useless to set up, at large expense, a lot of lists that might never be wanted. The emergency was, however, provided for by putting a small staff of trained proof-readers to count and number the names on the original lists and prepare them for the compositors, so that the printing could proceed the moment the word was given. The schedules and everything else necessary for the accurate checking of the lists were also prepared in advance, and a sufficient time was allowed to do the work properly. The printing of the lists, therefore, when commenced, proceeded with great rapidity. There was an increase of 205,872 in the number of names over the number in 1904. The number of polls increased by 2,004, and the number of pages by 2,955. All the manhood suffrage lists for Ontario have to be set, but on the other hand there are no lists printed for Prince Edward Island, Alberta, Saskatchewan and Yukon. In order to get this work ready in the time required, it was necessary, as in the case of previous elections, to call in the assistance of the largest firms in Toronto and Montreal. A small staff of proof-readers, trained in the franchise office of the King's Printer, was sent to each of these cities. Seven firms in Montreal were employed and ten firms in Toronto. The principal part of the work sent out was done in Toronto, where it was done with great rapidity and accuracy.

The work of setting began on August 10, 1908, and the main lists were completed on September 30. After that date the Ontario manhood suffrage lists were done, as well as a number of supplementary lists which kept coming in up to the time of the election. The setting at the Bureau was done on an average of eighteen linotype machines working night and day, with a double staff.

Omitting Prince Edward Island, Alberta, Saskatchewan and Yukon, for which there are no printed lists, the total number of names was 1,461,793; of polls, 9,781, and of pages 11,451. The lists were sent out by registered mail in 697 parcels, with letters of advice, and no complaint of error was heard of.

It is also the duty of the King's Printer to send out ballots to all the returning officers throughout the Dominion. To prevent mistakes, these are partly printed at the Bureau, leaving only the place and date and names of candidates to be filled in locally. They were despatched by post in 265 mail bags, sealed and registered, and a letter of advice, with a model ballot, was also sent to every returning officer. All this was done without one single error.

Audit Branch.

The totals for the present fiscal period are as follows. Details are given in the tabulated statements in the Accountant's report:—

Amount of advertising accounts audited..	$141,200 45
" lithographing and printing accounts.. ..	241,003 53
" Intercolonial Railway accounts..	97,684 20

The number of advertising accounts audited was 8,001.

I have the honour to be, Sir,

Your most obedient servant,

S. E. DAWSON,
King's Printer and Controller of Stationery.

ACCOUNTANT'S BRANCH.

OTTAWA, September, 1908.

S. E. DAWSON, Esq., C.M.G., Lit. D.,
King's Printer and Controller of Stationery.

SIR,—I have the honour to submit the following report of the transactions of this branch of the department for the fiscal year ending March 31, 1908.

The following general statement of receipts and expenditure for the fiscal period shows the financial operations of the department as a whole. The usual detailed statements are also appended.

RECEIPTS AND EXPENDITURE.

STATEMENT of Receipts and Expenditure for the fiscal year ending March 31, 1908.

Receipts.	Amount.	Expenditure.	Amount.
	$ cts.		$ cts.
Civil Government—		Civil Government—	
Salaries	44,750 00	Salaries	43,141 66
Contingencies	5,600 00	Contingencies	5,319 68
Cleaning	3,500 00	Cleaning	3,126 91
Letter of credit—		Miscellaneous—	
Canada Gazette, appropriation	10,000 00	*Canada Gazette*, printing, paper, &c.	10,000 00
Distribution of parliamentary documents, appropriation	1,300 00	Distribution of parliamentary documents	1,294 86
Plant, appropriation	37,000 00	Plant	36,998 37
Consolidation of Laws—		Consolidation of Laws—	
Printing Revised Statutes, French appropriation	8,000 00	Printing Revised Statutes, French.	7,998 50
		" Criminal Code, French...	1,168 32
Printing Criminal Code, French appropriation	2,000 00	Laws, printing, binding and distribution	10,000 00
Printing, binding and distributing the laws, appropriation	10,000 00	Miscellaneous printing	54,959 21
Miscellaneous printing, appropriation	55,000 00	Franchise Act, printing, salaries, &c.	7,051 28
Franchise Act, appropriation	40,000 00	King's Printer's advance account	854,712 99
King's Printer's advance account	854,542 21	Stationery stock, purchases, salaries, &c	604,329 51
Stationery stock	548,319 50	Dominion Government, deposited to the credit of the Receiver General	1,488,018 72
Bills of exchange—		Balance unexpended on appropriations as follows:—	
Sterling—Importations of stationery	56,010 01	Civil government—	
" " bindery stock.	170 78	Salaries	1,608 34
General revenue—		Contingencies	280 32
Parliamentary publications, proceeds of sales to departments and parliament	6,844 93	Cleaning	373 09
		Franchise Act	32,948 72
Parliamentary publications, proceeds of all other sales	9,469 56	Printing Revised Statutes, French.	1 50
Canada Gazette, proceeds of sales, subscriptions and advertisements	9,234 66	" Criminal Code, French....	831 68
		Plant	1 63
Voters' lists, proceeds of sales	13 78	Distribution of parliamentary documents	5 14
Casual revenue, proceeds of sales of waste paper, &c	920 59	Miscellaneous printing	40 79
Printing, work performed for departments and parliament	428,089 00		
Paper used on above work	211,159 75		
Lithographing, stamping, &c	241,003 53		
Stationery, books, &c., supplied to departments and parliament	580,027 75		
Refunds—			
Plant	700 00		
Civil government contingencies	2 85		
King's Printer's advance account	388 72		
" " " "	163 60		
Total	3,164,211 22	Total	3,164,211 22

CANADA GAZETTE.

The following is a detailed statement of expenditure and receipts on account of *Canada Gazette*, for the fiscal year ending March 31, 1908.

RECEIPTS.

Advertisements and sales	$	8,472 51
Subscriptions		762 15
	$	9,234 66

EXPENSES.

Paper used	$	1,805 72
Printing and distribution		7,484 48
Translation, &c.		709 80
	$	10,000 00

The number of copies issued in the last week of March was 1,825, of which 200 were sent to paying subscribers, and the remaining gratis to judges, public departments, exchanges, &c., &c.

I also subjoin a statement of receipts and expenditure on account of *Canada Gazette* from the year 1875 to the fiscal year ending March 31, 1908, inclusive:

Year ending June 30.	Expenditure.					Revenue.			
	Copies Gratis.	Subscribers.	Paper.	Printing and Distribution.	Translation.	Subscriptions.	Advertising.	Loss.	Gain.
			$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1875	1,077	85	1,177 17	2,414 00	242 80	242 80	843 74	2,636 13	
1876	1,049	88	1,195 98	2,301 51	184 80	241 80	578 41	2,836 11	
1877	1,084	81	1,292 25	2,323 45	141 89	224 75	681 62	2,743 13	
1878	1,108	79	1,016 65	2,139 48	125 80	268 40	683 47	2,318 53	
1879	1,115	85	1,195 21	2,203 81	123 90	246 50	739 82	2,613 00	
1880	1,170	70	1,208 48	2,357 81	123 90	243 90	865 38	2,538 09	
1881	1,215	68	1,197 38	2,132 20	147 40	353 65	1,028 04	2,085 29	
1882	1,238	92	1,360 61	2,261 85	197 60	378 44	2,706 28	735 34	
1883	1,250	109	1,414 24	2,181 48	215 30	367 25	2,181 53	1,262 24	
1884	1,290	85	1,428 16	2,219 00	148 24	414 67	6,658 12	1,727 48	
1885	1,321	69	1,404 76	2,243 43	169 45	289 35	1,264 65	2,263 14	
1886	1,318	77	1,683 88	2,241 65	62 20	290 70	2,020 82	1,676 21	
1887	1,366	84	1,797 22	2,537 79	389 10	321 40	2,831 04	1,571 66	
1888	1,369	81	2,164 85	2,933 57	349 80	316 85	2,909 72	2,231 15	
1889	1,367	83	1,883 80	2,859 19	103 00	308 60	4,637 49		
1890	1,429	71	1,758 50	3,128 36	204 00	487 95	2,777 03	1,825 88	29 47
1891	1,436	84	1,492 62	2,060 55	211 85	324 18	3,309 61	331 70	
1892	1,439	86	1,480 79	2,069 36	188 98	313 47	3,436 32		
1893	1,426	84	1,485 71	2,826 07	240 54	306 50	3,612 37		11 26
1894	1,418	82	1,183 66	2,485 08	265 10	298 73	3,545 87	89 24	366 65
1895	1,425	75	1,153 87	2,704 36	232 50	281 65	4,015 64		
1896	1,428	72	1,129 52	3,997 00	256 75	276 65	4,673 69		206 56
1897	1,428	72	1,229 52	3,003 51	245 40	298 55	4,992 94		559 07
1898	1,438	87	1,450 21	3,803 11	337 10	312 70	5,574 40		913 51
1899	1,486	59	940 43	3,273 01	255 30	329 65	3,948 65	190 14	296 73
1900	1,529	96	1,092 72	3,640 17	289 50	350 00	4,679 98		
1901	1,528	97	1,349 79	4,287 81	256 60	329 65	4,370 82	1,173 73	7 59
1902	1,553	97	1,430 89	3,758 22	284 00	361 80	4,451 39	759 92	
1903	1,545	105	1,315 56	3,999 78	253 60	371 85	5,667 65		
1904	1,559	116	1,427 48	4,368 81	309 80	430 40	4,523 25	1,152 44	470 56
1905	1,573	177	1,684 85	6,125 57	364 80	604 12	6,997 50	573 60	
1906	1,559	191	1,629 58	6,909 57	460 85	750 00	7,644 35	605 65	
*1907	1,616	184	1,322 63	4,248 17	329 20	524 27	6,821 20		1,445 47
†1908	1,625	200	1,805 72	7,484 48	709 80	762 15	8,472 51	765 34	

* To March 31, 1907. † To March 31, 1908.

THE STATUTES.

The details of expenditure on account of statutes are as follows :—

Paper	$	1,359 14
Printing		3,031 21
Binding		5,123 37
Distribution, &c		486 28
	$	10,000 00

The particulars of distribution, number of copies issued, &c., will be found in tables annexed, in report of Superintendent of Stationery.

PRINTING AND BINDING.

For the charges against the several departments, the House of Commons and Senate, for printing, binding, lithographing, stamping, &c., I have the honour to refer you to the subjoined tabular statements, A, B and C.

A comparative statement for the past five years, from 1903-04 to 1907-08, for both printing and stationery, is subjoined—tables D and E.

ADVERTISING.

The total amount certified by this department for government advertising during the fiscal year ending March 31, 1908, was $141,200.45, the details of which are set forth in statement F. These accounts being paid by the several departments for which the advertising is done, the amount is not included in the statement of receipts and expenditure of this department.

The number of advertising accounts audited was 8,001 ; circulars issued, 6,830. There was, moreover, a considerable amount of correspondence in connection therewith.

I also subjoin a statement of the total amount of advertising accounts audited by this office from the year 1876 to the fiscal year ending March 31, 1908, inclusive.

Calendar Years.

1876	$	12,529 27	1895	$	27,424 68
1877		12,751 56	1896		30,760 76
1878		20,583 77	1897		35,138 54
1879		29,676 60	1898 (6 months to June 30, 1898).		16,312 58
1880		63,092 50			
1881		30,015 44			
1882		50,605 71			
1883		30,149 31			
1884		39,401 48			
1885		33,782 53			
1886		25,102 83			
1887		48,596 03			
1888		44,520 30			
1889		35,939 47			
1890		26,102 48			
1891		27,519 59			
1892		24,819 54			
1893		26,704 27			
1894		26,423 22			

Fiscal Years.

1898-1899	$	27,699 72
1899-1900		46,317 74
1900-1901		50,790 40
1901-1902		53,850 75
1902-1903		41,078 02
1903-1904		57,898 72
1904-1905		102,848 11
1905-1906		107,812 56
1906-1907(Mch.31)		89,329 77
1907-1908		141,200 45

KING'S PRINTER'S ADVANCE ACCOUNT.

The following is the state of this account on March 31 last:—

Expenditure for the year	$	854,712 99
Credit balance brought forward from previous year		69,858 24
	$	784,854 75
Credit balance to carry to 1908-9		95,397 53
Charged out to the Departments and Parliament	$	880,252 28

TABLE A.

Comparative cost of Departmental and Parliamentary Printing, &c., by Departments, for the fiscal year ending June, 1906, and fiscal year to March 31, 1908.

Department.	Printing and Binding.		Paper for same.	
	1906-1907.	1907-1908.	1906-1907.	1907-1908.
	$ cts.	$ cts.	$ cts.	$ cts.
Agriculture	58,730 15	37,729 57	11,381 31	22,020 98
Auditor General	374 47	576 41	335 01	405 04
Customs	12,832 78	10,200 31	9,008 21	15,840 96
Departments Generally	55 74	16 59	13 36	30 30
Exchequer Court	397 82	1,024 87	92 55	155 02
Finance	8,440 59	5,682 08	3,635 77	2,159 24
Governor General's Secretary	615 62	392 10	462 36	915 02
Indian Affairs	4,619 56	2,174 84	1,487 62	1,574 11
Inland Revenue	7,040 77	7,816 91	3,308 02	6,130 65
Insurance Branch	3,017 48	3,567 84	642 39	925 67
Intercolonial Railway	678 08	575 44	2,197 89	2,877 38
Interior	49,207 85	16,752 48	9,726 65	18,473 45
Justice	713 65	778 54	460 60	844 20
Labour	10,403 15	1,933 48	899 59	1,502 65
Library of Parliament	1,155 56	1,873 66	51 77	107 89
Marine and Fisheries	10,354 17	8,003 01	3,090 50	10,540 75
Militia and Defence	10,591 61	17,416 61	5,813 42	13,844 67
Mines	19,009 25	8,503 66	1,253 28	2,854 07
Miscellaneous Printing	28,113 32	35,831 78	6,238 23	13,639 88
Parliamentary	142,949 16	180,294 83	17,199 82	28,908 84
Penitentiaries	1,021 33	1,266 74	358 95	419 55
Post Office	24,305 21	28,998 61	16,550 70	35,224 94
Privy Council	607 17	686 59	722 92	404 22
Public Printing and Stationery	44,820 62	31,455 60	9,743 41	12,181 19
Public Works	5,159 50	8,486 09	2,303 24	10,504 81
Railways and Canals	6,572 18	3,885 83	2,591 82	4,042 13
Royal Northwest Mounted Police	1,368 22	1,191 23	1,064 29	1,237 15
Secretary of State	1,480 48	1,311 55	537 90	778 58
Senate of Canada	6,975 65	6,302 81	416 03	341 93
Supreme Court	471 38	665 08	123 80	181 80
Trade and Commerce	4,221 95	4,693 86	1,377 36	2,092 68
Totals	466,304 57	428,089 00	113,108 77	211,159 75

TABLE B.

Cost of Parliamentary and Departmental Printing, &c., by quarters, for the fiscal period ending March 31, 1908, and fiscal year to March 31, 1908.

Quarters.	Printing and Binding.		Paper for same.	
	1906–1907.	1907–1908.	1906–1907.	1907–1908.
	$ cts.	$ cts.	$ cts.	$ cts.
Ending June 30	.....	65,401 98	.....	29,719 53
" September 30	94,513 14	98,986 64	27,713 86	47,281 99
" December 31	132,111 75	76,531 94	31,696 99	61,010 03
" March 31	239,679 68	187,168 44	53,697 92	73,048 20
Totals	466,304 57	428,089 00	113,108 77	211,159 75

TABLE C.

Cost of Lithographic Work, Printing, Stamping, Engraving, &c., &c., ordered through the Department of Public Printing and Stationery during the fiscal year ending March 31, 1908.

Department.	Amount.
	$ cts.
Agriculture	51,142 98
Auditor General	199 24
Customs	8,333 36
Departments Generally	28 00
Exchequer Court	42 50
Finance	565 63
Governor General's Secretary	239 00
Indian Affairs	269 34
Inland Revenue	2,896 07
Insurance Branch	23 84
Intercolonial Railway	1,291 03
Interior	58,469 43
Justice	198 09
Labour	16,864 91
Library of Parliament	18 15
Marine and Fisheries	12,265 24
Militia and Defence	5,914 13
Mines	20,577 65
Miscellaneous Printing	5,487 55
Parliamentary	13,821 10
Penitentiaries	22 37
Post Office	30,397 76
Privy Council	35 15
Public Printing and Stationery	1,481 93
Public Works	2,666 86
Railways and Canals	3,634 19
Royal Northwest Mounted Police	1,685 77
Secretary of State	77 65
Senate	280 28
Supreme Court	32 38
Trade and Commerce	2,041 95
Total	241,003 53

D.—Comparative Cost of Departmental and Parliamentary Printing, &c., by Departments, for the last five years, 1904, 1905, 1906, 1907 and 1908.

Service.	1903–4.		1904–5.		1905–6.		1906–7.		1907–8.	
	Printing.	Paper.	Printing.	Paper.	Printing.	Paper.	Printing.	Paper.	Printing.	Paper.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Agriculture	20,947 82	9,112 74	29,992 10	12,577 69	31,988 76	15,653 77	58,730 15	11,381 31	37,729 57	22,020 98
Auditor General	637 00	556 66	651 20	545 73	563 57	501 00	374 47	355 01	576 41	405 04
Customs	7,449 88	10,377 28	9,277 51	13,039 89	9,035 35	12,773 31	12,832 78	9,008 21	10,200 31	15,840 96
Departments Generally	48 09	23 01	35 76	26 34	49 42	46 34	55 74	13 36	16 59	30 30
Exchequer Court	294 73	67 27	876 57	122 28	1,391 02	197 13	397 82	92 55	1,024 87	155 02
Finance	1,718 92	880 69	2,545 33	2,340 89	2,566 19	1,302 21	8,440 59	3,635 77	3,682 08	2,159 24
Governor General's Secretary	232 58	411 25	610 16	835 04	452 88	729 12	615 62	462 36	392 10	915 02
Indian Affairs	1,754 03	1,310 91	1,771 58	1,416 72	2,011 27	1,485 67	4,619 56	1,487 62	2,174 84	1,574 11
Inland Revenue	5,464 36	4,046 11	6,167 67	5,254 33	6,701 19	4,044 70	7,044 70	3,308 02	7,816 91	6,130 65
Insurance Branch	2,796 07	636 65	2,883 10	673 62	2,713 20	795 36	3,017 48	642 39	3,567 84	925 67
Intercolonial Railway	443 97	3,404 40	548 04	4,115 82	1,221 54	3,361 32	678 08	2,197 89	575 44	2,877 38
Interior	13,680 89	13,564 81	11,811 64	11,784 50	15,999 34	16,677 52	49,207 85	9,726 65	16,752 48	18,473 45
Justice	2,910 40	947 42	3,015 91	722 78	4,181 91	1,115 37	713 65	460 60	778 54	844 20
Labour	8,894 34	5,270 28	8,865 14	4,796 48	5,635 88	4,084 64	10,403 15	899 59	1,933 48	1,502 65
Library of Parliament	1,842 08	98 00	2,080 13	107 97	3,002 54	142 95	1,155 56	51 77	1,873 66	107 89
Marine and Fisheries	9,508 12	5,615 16	7,635 37	4,880 62	10,983 42	4,348 42	10,354 17	3,090 50	8,003 01	10,540 75
Militia and Defence	9,917 47	4,120 71	12,243 32	7,253 93	14,058 89	10,221 57	10,591 61	5,813 42	17,416 61	13,844 67
Mines	4,162 76	1,723 01	5,326 09	1,480 75	2,313 50	949 12	19,009 25	1,253 28	8,503 66	2,854 07
Miscellaneous Printing	22,100 57	8,135 25	31,376 64	12,002 11	21,688 12	15,406 29	28,113 32	6,238 23	35,831 78	13,639 88
Northwest Legislative Assembly	8 80	16 78	153 62	974 20	276 70	454 92	.....	.....	.....	.....
Parliamentary	122,751 69	26,300 25	129,912 17	23,325 49	139,685 43	17,779 72	142,949 16	17,199 82	180,294 83	28,908 84
Penitentiaries	972 02	467 74	1,193 24	584 00	1,366 47	584 35	1,021 33	358 95	1,266 74	419 55
Post Office	21,863 79	19,100 15	21,946 41	28,567 88	17,988 67	22,908 89	24,305 21	16,550 70	28,998 61	35,224 94
Privy Council	1,935 28	2,117 42	310 94	304 33	406 45	158 63	607 27	722 92	686 59	404 22
Public Printing and Stationery	37,177 32	9,993 28	23,524 87	9,098 15	28,674 00	7,412 12	44,820 62	9,743 41	31,455 60	12,181 19
Public Works	5,490 81	4,210 87	8,434 91	5,687 72	6,416 63	6,038 17	5,159 50	2,303 24	8,486 09	10,504 81
Railways and Canals	1,761 65	1,336 95	2,786 92	2,858 28	3,241 10	3,496 35	6,572 18	2,591 82	3,885 83	4,042 13
Royal Northwest Mounted Police	1,512 05	1,632 76	1,279 04	1,329 08	1,357 56	1,602 01	1,368 22	1,064 29	1,191 23	1,237 15
Secretary of State	1,057 55	761 70	1,124 10	710 88	1,308 97	775 44	1,480 48	537 90	1,311 55	778 58
Senate of Canada	9,547 37	848 76	7,239 90	564 06	7,181 44	561 32	6,975 65	416 03	6,302 81	341 93
Supreme Court	3,224 43	1,055 37	4,059 10	9,193 15	2,293 89	550 00	471 38	123 80	665 08	181 80
Trade and Commerce	1,344 12	667 23	2,511 50	1,196 39	2,909 45	1,449 51	4,221 95	1,377 36	4,693 86	2,092 68
Totals	323,451 06	138,810 87	352,189 93	160,371 10	352,657 58	157,607 97	466,304 57	113,108 77	428,089 00	211,159 75

E.—Comparative Statement of the Value of Goods issued by the Stationery Office in the last five years.

Services.	1903-4.		1904-5.		1905-6.		1906-7.		1907-8.	
	Inside.	Outside.	Inside.	Outside.	Inside.	Outside.	Inside.	Outside.	Inside.	Outside.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Agriculture	2,403 01	6,337 02	3,288 00	4,885 31	3,297 82	4,474 94	5,656 37	5,821 35	7,383 22	10,710 50
Auditor General	993 51	.....	1,377 34	.....	2,243 17	.....	1,236 93	.....	2,436 96	.....
Clerk of Crown in Chancery	320 44	.....	340 09	.....	105 12	.....	83 06	.....	55 84	.....
Customs	2,950 90	8,933 53	1,396 50	13,255 23	2,274 89	14,017 99	973 83	10,800 58	1,239 83	16,248 02
Departments Generally	386 80	.....	408 08	.....	477 94	.....	344 18	.....	511 05	.....
Finance	1,391 20	496 42	2,005 65	541 87	1,372 97	851 78	1,544 63	790 10	2,812 30	3,229 70
Governor General's Office	708 08	.....	1,527 02	.....	1,152 21	.....	780 22	.....	1,241 55	.....
House of Commons	.....	24,176 90	.....	30,337 18	.....	29,790 18	.....	24,635 57	.....	38,915 88
Indian Affairs	1,480 12	4,152 57	2,146 46	4,906 56	2,640 75	6,066 46	2,573 68	5,462 09	2,456 16	7,984 88
Inland Revenue	2,531 26	2,145 30	2,123 14	2,335 54	2,012 92	3,018 70	1,311 41	1,990 96	1,351 76	3,461 06
Interior	20,674 93	15,043 40	15,823 99	30,417 94	20,508 51	12,658 51	30,074 48	10,952 64	33,555 55	15,105 57
Justice	3,570 79	3,811 46	3,257 56	3,478 10	3,929 90	3,047 47	2,530 04	2,989 20	3,349 09	3,991 13
Library of Parliament	.....	227 29	.....	471 54	.....	319 49	.....	224 27	1,851 47	.....
Labour	1,604 33	.....	2,287 30	.....	1,773 22	.....	979 16	.....	.....	354 25
Marine and Fisheries	5,606 95	2,798 50	4,675 37	7,073 17	4,042 07	12,827 72	4,906 15	9,404 59	7,855 76	14,775 53
Militia and Defence	2,187 87	12,825 37	1,800 41	14,570 98	2,543 25	24,683 66	1,904 10	18,266 00	3,205 09	23,600 22
Mines	.....	1,511 12	.....	3,186 36	.....	4,753 30	.....	3,466 16	3,370 10	735 95
Post Office	9,763 30	16,622 69	9,191 79	19,297 64	11,957 42	22,480 07	8,984 24	20,738 20	14,704 89	36,371 13
Privy Council	1400 85	.....	1,277 74	.....	1,259 12	.....	1,053 62	.....	1,512 41	.....
Public Printing and Stationery	746 47	143,875 93	1,454 58	167,048 04	2,230 81	160 943 02	1,708 76	122,506 11	1,678 09	221,572 84
Public Works	2,481 75	11,566 23	2,862 03	17,000 90	3,089 78	13,625 71	2,658 59	10,865 84	3,986 18	17,280 11
Railways and Canals	2,988 09	15,900 69	2,543 45	31,825 66	5,151 44	33,978 34	2,262 41	33,902 18	4,334 96	48,202 24
Royal Northwest Mounted Police	.....	7,030 04	.....	4,560 74	.....	7,954 08	.....	5,336 11	.....	3,108 21
Secretary of State	1,318 02	.....	1,588 64	.....	1,786 26	.....	1,156 32	.....	1,580 57	.....
Senate of Canada	.....	8,030 68	.....	9,410 40	.....	9,819 52	.....	7,974 03	.....	11,894 32
Trade and Commerce	.....	.....	1,287 08	509 34	799 04	556 18	647 27	196 61	1,151 27	862 11
Net total, Outside Service	.....	287.484 94	.....	365,112 50	.....	369,867 12	.....	296,222 89	.....	478,403 65
" Inside "	65,508 67	65,508 67	62,571 24	62,671 24	74,648 61	74,648 61	73,369 45	73,369 45	101,624 10	101,624 10
Net total issue	.....	352,993 61	.....	427,783 74	.....	444,515 73	.....	369,592 34	.....	580,027 75

J. A. FRIGON,

Accountant.

TABLE F.

ADVERTISING in Newspapers from April 1, 1907, to March 31, 1908.

Departments.	Ontario.	Quebec.	Nova Scotia.	New Brunswick	Prince Edward Island.	Manitoba.	Alberta.	Saskatchewan.	British Columbia.	Yukon.	Foreign Countries.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Railways and Canals	7,881 83	4,321 40	58 50	76 60	39 10							12,377 43
Public Works	14,018 57	9,094 54	2,009 36	1,112 41	128 60	2,649 22	445 98	603 44	773 08	20 00	50 73	30,905 93
Transcontinental Railway	3,617 22	3,221 59	753 95	887 96	136 50	435 97	247 70	175 50	253 50			9,729 89
Mounted Police	10 40	5 40			5 40	52 00	342 48	161 00		99 75		676 43
Indian Affairs	1,014 37	219 90	32 55	37 65	9 50	166 60	424 09	160 80	20 00			2,085 46
Post Office	495 32	459 78	336 05	104 15	209 70	175 16	321 10	525 33	128 80	117 92		2,872 71
Marine and Fisheries	1,986 64	2,797 97	249 89	358 77	278 55	22 36			339 75			6,033 93
Interior	10,373 96	10,447 39	1,031 12	1,148 17	48 67	4,467 97	2,165 16	1,938 32	2,471 47	2,258 75		36,350 98
Militia and Defence	703 36	654 39	90 20	60 85	13 80	123 58			77 80			1,723 98
Governor General	398 78											398 78
Inland Revenue	8 25	8 25										16 50
Justice	354 52	171 57	61 64	17 10	14 10	59 20	35 04	9 40	32 90			755 47
Intercolonial Railway	4,326 86	13,565 97	8,615 98	5,460 54	644 93	456 00					668 78	34,339 06
Customs	111 00	234 98	8 70	11 80	5 06	16 80		7 00				395 34
Agriculture	747 31			10 08		109 98	289 46	92 96			14 70	1,264 49
Labour												
Public Printing and Stationery												
House of Commons	45 50	99 60	51 75	37 50	49 00	226 20	48 40	30 10	17 00			605 05
Trade and Commerce												
Senate	26 80	45 36	16 50	20 25	21 60	124 80	20 71	27 60	13 25	343 75		660 02
Railway Commission		9 00										9 00
Total	46,720 69	45,356 49	13,316 19	9,343 83	1,603 91	9,085 84	4,340 12	3,731 45	4,127 55	2,840 17	734 21	141,200 45

NOTE—Sent 6,830 circulars. Certified 8,001 accounts.

L. A. GRISON,
Audit Clerk.

J. A. FRIGON,
Accountant.

PRINTING BRANCH.

OTTAWA, January, 1909.

S. E. DAWSON, ESQ., C.M.G., Lit. D.
King's Printer, &c., &c.

SIR,—I have the honour to submit a report of the work executed for Parliament in the Printing Branch of the Department during the session 1907-8; and also of the departmental work for the fiscal period ending March 31, 1908, contained in the following tabulated statements :—

1. Annual reports.
2. Supplementary reports.
3. Routine Parliamentary work.
4. House of Commons and Senate Debates.
5. Statutes.
6. Pamphlet and miscellaneous book-work.
7. *Canada Gazette*.
8. Voters' Lists.
9. Letterpress departmental work.
10. Summary of Letterpress departmental work for the twelve months.
11. Plates contained in Annual and Supplementary reports.
12. Books bound.
13. Summary of books bound for the twelve months.
14. Perforating, numbering and packing.
15. Pad-making.
16. Summary of pads for the twelve months.
17. Making, printing and stamping of prepaid Post Office envelopes.
18. Die stamping of note headings, letter headings and envelopes.

Respectfully submitted,

WM. McMAHON,
Superintendent of Printing.

TABLE No 1.—Annual Reports to Parliament, Session of 1907–8.

Title of Document.		Number of Copies.	Number of Pages.	Distribution. Parliament.	Department.	Stock.	Sess. Papers Bound.
FOURTH SESSION—TENTH PARLIAMENT.							
Adulteration of Food—Part III, Inland Revenue Report	English.	3,635	160	2,235	500	50	850
	French.	1,000	160	485	250	15	250
Agriculture	English.	4,120	128	2,235	1,000	25	850
	French.	890	122	480	150	10	250
Auditor General	English.	5,585	2,058	2,485	2,000	250	850
	French.	1,285	2,072	485	500	50	250
Bank Shareholders	English.	3,485	644	2,235	350	50	850
	French.	730	644	480	..	10	250
Civil Service Examiners' Report	English.	4,535	104	2,235	1,350	100	850
	French.	830	104	480	.....	100	250
Civil Service List	English.	4,385	316	2,435	600	500	850
	French.	875	320	475	100	50	250
Criminal Statistics	English. French.	4,325	338	2,710	500	15	1,000
Estimates of Canada, 1908	English.	3,835	96	2,435	450	100	850
	French.	735	96	485	50	50	250
Estimates of Canada, Supplementary, 1908	English.	3,835	1	2,435	450	100	850
	French.	835	1	485	50	50	250
Estimates of Canada, Further Supplementary, 1908	English.	4,335	1	2,435	950	100	850
	French.	835	1	485	50	50	250
Estimates of Canada, Further Supplementary, 1908	English.	3,835	16	2,435	450	100	850
	French.	835	16	485	50	50	250
Experimental Farms	English.	53,610	432	2,735	50,000	25	850
	French.	14,980	450	720	14,000	10	250
Fisheries Report	English.	3,635	456	2,235	500	50	850
	French.	940	456	480	200	10	250
Indian Affairs	English.	3,810	662	2,235	700	25	850
	French.	752	176	480	12	10	250
Inland Revenue—Part I, Excise	English.	3,855	208	2,230	750	25	850
	French.	990	208	480	250	10	250
Interior	English.	3,610	480	2,235	500	25	850
	French.	950	486	485	200	15	250
Insurance Abstract	English.	8,210	76	2,235	5,000	125	850
	French.	740	76	480	..	10	250
Insurance—Full Report	English.	3,185	932	2,235	50	50	850
	French.	1,090	932	480	350	10	250
Labour Report	English.	7,610	170	2,235	4,500	25	850
	French.	990	168	480	250	10	250
Library of Parliament, Supplementary Catalogue	English. French.	500	90	500	.....	.....	.....
Marine Report	English.	3,610	168	2,235	500	25	850
	French.	845	168	485	100	10	250
Militia Council Report	English.	3,810	48	2,435	500	25	850
	French.	940	48	480	200	10	250
Northwest Mounted Police	English.	3,610	231	2,235	500	25	850
	French.	765	248	475	35	.....	250
Penitentiaries Report (Justice)	English.	3,200	208	2,035	300	15	850
	French.	795	208	485	50	10	250
Postmaster General's Report	English.	3,735	592	2,435	400	50	850
	French.	795	592	480	50	15	250
Public Accounts	English.	3,610	266	2,235	500	25	850
	French.	790	266	480	50	10	250
Public Printing and Stationery	English.	3,285	74	2,235	200	.....	850
	French.	1,200	74	485	500	.....	215
Public Works	English.	3,835	512	2,460	500	25	850
	French.	940	512	480	200	10	250
Railways and Canals	English.	3,935	412	2,335	700	50	850
	French.	800	408	485	50	15	250
Railway Commission	English.	3,725	148	2,325	500	50	850
	French.	1,000	148	485	250	15	250
Carried forward		209,442	19,167	81,530	93,147	2,645	31,765

SESSIONAL PAPER No. 32

TABLE No. 1.—Annual Reports to Parliament, Session of 1907–8—*Concluded.*

Title of Document.		Number of Copies.	Number of Pages.	Distribution.			
				Parliament.	Department.	Stock.	Sess. Papers Bound.
FOURTH SESSION—TENTH PARLIAMENT—*Con.*							
Brought forward		209,442	19,167	81,530	93,147	2,645	31,765
Secretary of State		3,610	604	2,235	500	25	850
Transcontinental Railway Commission	English.	3,585	32	2,210	500	25	850
	French.	1,295	32	545	500	.....	250
Trade and Commerce—Parts I and II	English.	9,770	1,154	4,770	3,200	100	1,700
	French.	1,880	1,156	950	400	20	500
Trade and Navigation	English.	3,925	804	2,475	500	100	850
	French.	785	804	475	50	10	250
Unclaimed Bank Balances	English. / French.	4,085	666	2,710	225	50	1,100
Weights, Measures and Lighting—Part III, Inland Revenue Report	English.	3,610	72	2,235	500	25	850
	French.	990	72	480	250	10	250
Totals		242,977	24,563	100,615	99,772	3,010	39,215

TABLE No. 2.—Supplementary Reports, Session of 1907–8.

Title of Document.		Number of Copies.	Number of Pages.	Distribution.			
				Parliament.	Department.	Stock.	Sess. Papers Bound.
Canal Statistics	English	3,520	170	2,335	300	35	850
	French.	740	170	480	.....	10	250
Harbour Commissioners' Report.	English	3,410	168	2,235	300	25	850
	French.	840	168	480	100	10	250
Yukon Territory Commissioner's Report..	English	4,135	32	2,235	1,000	50	850
	French.	730	32	480	.....	.....	250
Mines Report	English	5,610	140	2,235	2,500	25	850
	French.	1,185	140	475	450	10	250
Return of By-Elections	English French	3,760	32	2,610	50	.....	1,100
Shipping List	English French.	4,340	438	2,715	500	25	1,100
International Waterways Commission	English	4,325	8	2,475	500	500	850
	French.	985	8	485	250	.....	250
Insurance Commission Report	English	6,950	208	4,900	1,000	200	850
	French.	800	224	550	250	.....	.....
Evidence of Experimental Farm Officers given before S. S. Committee on Agriculture and Colonization (separate issues):—							
Dr. W. Saunders.	English	15,025	36	12,675	2,250	100	.....
	French.	4,975	32	4,225	750	.....	.....
Prof. John Macoun	English	15,000	32	13,500	1,500	.....	.....
	French.	5,000	32	4,500	500	.....	.....
Elihu Stewart	English	15,000	20	13,500	1,500	.....	.....
	French.	5,000	20	4,500	500	.....	.....
J. A. Ruddick	English	15,000	30	12,750	2,250	.....	.....
	French.	5,000	30	4,250	750	.....	.....
C. E. Saunders	English	15,025	10	12,775	2,250	.....	.....
	French.	4,975	10	4,225	750	.....	.....
A. McNeil	English	15,000	26	12,750	2,250	.....	.....
	French.	5,000	28	4,250	750	.....	.....
Dr. James Fletcher	English	30,025	32	27,025	3,000	.....	.....
	French.	9,975	36	8,975	1,000	.....	.....
Felix Charlan	English	14,975	14	12,675	2,300	.....	.....
	French.	5,025	14	4,225	800	.....	.....
J. W. Robertson	English	30,025	28	26,175	3,850	.....	.....
	French.	9,975	30	8,725	1,250	.....	.....
G. H. Clarke	English	15,025	18	12,775	2,250	.....	.....
	French.	4,975	18	4,225	750	.....	.....
Dr. J. G. Rutherford	English	15,015	90	12,765	2,250	.....	.....
	French.	5,005	86	4,255	750	.....	.....
D. Horn, Grain Standards	English	15,005	118	12,755	2,250	.....	.....
	French.	4,995	120	4,245	750	.....	.....
Tobacco, cultivation, curing, &c.	English.	15,025	84	13,525	1,500	.....	.....
	French.	4,975	84	4,475	500	.....	.....
Cruise of *Neptune*		4,985	478	2,335	2,550	100	.....
Correspondence and Memo. Canada-Franco Convention	English.	4,085	32	3,235	.....	.....	850
	French.	735	36	485	.....	.....	250
Dairy Commissioner's Report	English.	23,585	180	2,735	20,000	.....	850
	French.	15,885	192	635	15,000	.....	250
Tables of Northwest Territories, 1906	English.	8,185	232	2,235	5,000	100	850
	French.	735	232	485	.....	.....	250
Railway Statistics	English.	3,935	140	2,335	700	50	850
	French.	735	136	485	.....	.....	250
Steamboat Inspection	English	3,610	84	2,235	500	25	850
	French.	930	84	475	200	5	250
Statistics *re* Steamship Companies	English	4,710	122	2,235	1,600	25	850
	French.	740	120	480	.....	10	250
Colonial Conference, 1907		3,585	644	2,485	.....	250	850
Chinese and Japanese Claims—Commissioner's Report	English	5,085	40	2,235	2,000	.....	850
	French.	735	42	485	.....	.....	250
Canadian Transportation	English	3,685	96	2,235	500	100	850
	French.	955	96	480	200	25	250
Carried forward		428,250	6,002	313,720	94,650	1,680	18,200

TABLE No. 2.—Supplementary Reports, Session of 1907–8.

Title of Document.	Number of Copies.	Number of Pages.	Distribution.			
			Parliament.	Department.	Stock.	Sess. Papers Bound.
Brought forward	428,250	6,002	313,720	94,650	1,680	18,200
Grain Trade—Royal Commission on ... English	4,050	40	2,200	1,000	.....	850
Grain Trade—Royal Commission on ... French.	790	42	540	.....	.....	250
Georgian Bay Canal—Geodetic Levelling	5,185	162	3,235	1,000	100	850
Treaty *re* International Boundary and Fisheries ... English	3,175	12	2,325	.....	.....	850
Treaty *re* International Boundary and Fisheries ... French.	725	16	475	.....	.....	250
Georgian Bay Canal	5,285	80	2,435	2,000	.....	850
Report on Immigration from Orient and India	5,610	12	2,235	2,500	25	850
Interim Report on Training of the Militia ... English	2,735	18	2,235	500	.....	.....
Interim Report on Training of the Militia ... French.	685	20	485	200	.....	.....
Marine Department Investigation—Part I	2,500	346	2,500	.....	.....	.....
Opium Traffic in Canada—Suppression of	4,085	14	2,235	1,000	.....	850
Topographical Surveys ... English	7,610	356	2,235	4,500	25	850
Topographical Surveys ... French.	1,000	362	490	250	10	250
Trade and Commerce Bulletins :—						
April, 1907	3,340	180	2,240	1,100	.....	.....
May, 1907	3,340	176	2,240	1,100	.....	.....
June, 1907	3,340	168	2,240	1,100	.....	.....
July, 1907	3,340	154	2,240	1,100	.....	.....
August, 1907	3,335	212	2,235	1,100	.....	.....
September, 1907	3,340	176	2,240	1,100	.....	.....
October, 1907	3,290	176	2,190	1,100	.....	.....
November, 1907	3,290	186	2,190	1,100	.....	.....
December, 1907	3,330	186	2,190	1,200	.....	.....
January, 1908	3,590	188	2,190	1,400	.....	.....
February, 1908	3,390	160	2,190	1,200	.....	.....
March, 1908	3,390	188	2,190	1,200	.....	.....
Trade and Navigation, Unrevised Monthly Statements :—						
April, 1907	2,890	424	2,240	450	200	.....
May, 1907	2,890	424	2,240	450	200	.....
June, 1907	2,890	424	2,240	450	200	.....
July, 1907	2,890	416	2,240	450	200	.....
August, 1907	2,890	424	2,240	450	200	.....
September, 1907	2,890	424	2,240	440	200	.....
October, 1907	2,890	424	2,240	450	200	.....
November, 1907	2,740	424	2,090	450	200	.....
December, 1907	2,740	424	2,090	450	200	.....
January, 1908	2,740	424	2,090	450	200	.....
February, 1908	2,740	424	2,090	450	200	.....
March, 1908	2,740	424	2,090	450	200	.....
Totals	545,990	12,562	363,475	126,800	4,240	24,900

TABLE No. 3.—Statement showing the Routine Parliamentary Work, Session of 1907-8.

Title of Document.		Number of Copies.	Number of Pages.	Distribution. Parliament.	Distribution. Sess. Papers Bound.
FOURTH SESSION, TENTH PARLIAMENT.					
Votes and Proceedings	English.	2,431	1,538	2,231	200
	French.	481	1,538	411	70
Orders of the Day	English.	666	2,712	666	.....
	French.	176	2,814	176	.....
Minutes of Proceedings of the Senate	English.	1,951	1,198	1,951	.....
	French.	336	1,172	336	.....
Public Bills (Commons)	English.	2,285	572	2,285	.....
	French.	505	470	505	.....
Public Bills (Senate)	English.	2,285	84	2,285	.....
	French.	505	84	505	.....
Private Bills (Commons)	English.	890	214	890	.....
	French.	255	180	255	.....
Private Bills (Senate)	English.	890	116	890	.....
	French.	255	120	255	.....
Third Reading Bills (Commons)	English.	410	621	410	.....
	French.	130	520	130	.....
Third Reading Bills (Senate)	English.	535	224	535	.....
	French.	180	231	180	.....
Returns (for distribution and Sess. Papers, either or both)	English.	17,795	217	16,945	850
	French.	725	16	475	250
Divorce cases (400 copies each of 8 cases)		3,200	190	3,200	.....
Journals—					
House of Commons	English.	900	680	.....	900
	French.	250	664	.....	250
Appendix No 5.—Major Hodgins' Charges		3,185	488	2,335	850
" No 6.—Quebec Bridge Inquiry—Vol. I		7,765	208	6,915	850
" " " " Vol. II		7,365	634	6,515	850
Senate	English.	900	584	.....	900
	French.	250	584	.....	250
Totals		57,501	18,673	51,281	6,220

SESSIONAL PAPER No. 32

TABLE No. 4.—Statement showing the work on the House of Commons and Senate Debates, Session of 1907–8.

Title of Document.	Number of Copies.	Number of Pages.	Distribution.			
			House of Commons.	Senate.	Binding	Stock.
FOURTH SESSION, TENTH PARLIAMENT.						
House of Commons—						
Daily Debates (English)	1,125	6,999	875			250
Book form Debates (English)	2,841	7,087	2,076		640	125
Book form Debates (French)	507	7,182	332		150	25
Weekly Index to Revised Debates	10,800	292	10,800			
The Senate—						
Daily Debates (English)	154	1,857		139		25
Book form Debates (English)	2,420	1,740		1,860	500	60
Daily Debates (French)	30	1,950		30		
Book form Debates (French)	210	1,858			205	5
Extra copies of speeches ordered by Members and Senators	400,958	1,670				
Totals	419,085	30,635	14,083	2,129	1,495	490

TABLE No. 5.—Statement showing the work on the Statutes, 1906–7.

Title of Document.	Number of Volumes.	Number of Pages.	Stock.
THE STATUTES.			
6-7 Edward VII.—3rd Session, 10th Parliament.			
Volume 1 { English.	6,000	550	6,000
Volume 1 { French.	1,550	564	1,550
Volume 2 { English.	5,300	358	5,300
Volume 2 { French.	900	378	900
Separate Chapters, Public and Private Acts (aggregate)	54,450	578	54,450
Totals	68,200	2,428	68,200

TABLE No. 6.—Return of Pamphlet and Miscellaneous Book-work, for the Year ending March 31, 1908 (copies and pages aggregate).

Description.	Number of Copies.	Number of Pages.	Number of Copies.	Number of Pages.
Agriculture Department—				
Canadian Patent Office Record (14 issues)	14,800	3,972		
Index to Patent Record, 1906	1,200	82		
" " 1907	1,200	88		
Statistical Year-Book of Canada, 1906 (English)	11,000	564		
" " " (French)	2,000	568		
Sweet Cream Butter (French)	4,000	16		
Huntingdon Dairy Association Convention Report	4,000	48		
Patent Act (French)	1,000	24		
Rules and Forms Patent Office	5,000	33		
Water in Butter	4,000	12		
Subsidies for Cold Storage Warehouses (English)	10,000	12		
" " " (French)	10,000	12		
Quarantine Regulations	4,200	32		
Leading Breeds of Swine (French)	8,000	32		
Gathered Cream for Butter	15,000	16		
Co-operation in Marketing Apples (English)	15,000	28		
Butter Making on Farm (English)	20,000	16		
" " (French)	10,000	16		
Public Health Act (French)	500	20		
Co-operation in Marketing Apples (French)	4,000	28		
Packing of Apples in Barrels	15,000	36		
Seed Control Grain Act, from Revised Statutes with Explanations	20,000	12		
Regulations *re* Inspection of Meats	1,000	24		
Sec'y of Canadian Seed Growers' Ass. Report (English)	8,000	32		
" " " (French)	2,000	32		
Fruit Crop Report No. 2	8,000	12		
" " No. 4	8,000	8		
Fruit and Fruit Package (French)	20,000	12		
Consumption (English)	20,000	16		
" (French)	5,000	16		
Results of Competition in Standing Seed Grain	12,000	20		
Census—Manufacturers of Canada, 1906	10,000	136		
Chapter 134 Revised Statutes, 1906	200	2		
Fruit Crop Report No. 5	8,000	8		
Trade Mark and Design Act and Timber Marking Act	5,000	24		
Improvements of Dairy Herds	20,000	64		
Trade Marks and Copyrights (French)	5,000	24		
Standard Seed Grain	10,000	16		
Pictou Cattle Disease, Report on	2,000	20		
Cow Testing Report (French)	20,000	66		
Copyright Act	6,000	32		
Production of Bacon (French)	10,000	66		
Farm Lands and Field Crops	1,000	8		
Germination Tests, Report of	60,000	32		
Seed, Field and Garden Corn (English)	20,000	34		
" " (French)	5,000	32		
Census of Ontario, Quebec and Maritime Provinces	5,000	60		
The Dairying Industry	6,000	16		
Apple Culture (French)	4,000	80		
Crop, 1907 (English)	50,000	44		
" (French)	14,000	48		
The Stave Silo (English)	5,000	16		
" (French)	3,000	16		
Alkali Soil (English)	18,000	12		
" (French)	3,000	12		
Alfalfa	3,000	8		
			557,100	6,715
Auditor General—				
Index to Supply Bill, 1907	250	40		
Chapter 24—Consolidated Revenue and Audit Act	100	32		
			350	72
Carried forward			557,450	6,787

TABLE No. 6.—Return of Pamphlet and Miscellaneous Book-work, for the Year ending March 31, 1908 (copies and pages aggregate)—*Continued.*

Description.	Number of Copies.	Number of Pages.	Number of Copies.	Number of Pages.
Brought forward			557,450	6,787
Clerk of the Crown in Chancery—				
Index to Dominion Elections Act, &c.	1,000	124		
Election Act and Index	3,500	128		
			4,500	252
Customs—				
Customs Act	5,000	90		
List of Ports and Outports and Preventive Stations	2,000	48		
List of Forms	1,500	16		
Financial Return	100	156		
Canada-Franco Treaty	500	48		
Appraisers' Bulletin No. 260	5,000	16		
			14,100	374
Finance—				
Supply Bill	250	72		
"	250	112		
Further Supplementary Estimates	500	163		
Loan Companies Report	275	188		
Part G, paged in Roman Numerals	3,800	156		
Insurance Bill (Draft)	5,100	80		
Canada-Franco Treaty Report	500	48		
Memoranda *re* Canada-Franco Treaty	1,000	40		
Insurance Bill No. 42	100	72		
Budget Speech (English)	20,000	32		
" (French)	5,000	34		
			36,775	997
Geological Survey—				
General Index of Vols. I to XVI	2,500	1,028		
Value of Klondike Creek and Hill Gravels (English)	4,000	36		
" " " (French)	750	40		
Similkameen District with map (English)	4,000	44		
" " (French)	750	44		
Telkwa Valley with map (English)	4,000	28		
" " (French)	750	28		
Mineral Pigments of Canada (French)	250	40		
Preliminary Report on New Westminster and Nanaimo (English)	4,000	56		
Preliminary Report on New Westminster and Nanaimo (French)	250	56		
Tertiary Plants of British Columbia	1,500	168		
Exploration in Nova Scotia	1,000	16		
Mineral Production of Canada	3,000	16		
			26,750	1,600
House of Commons—				
Suggested Act *re* Insurance (English)	2,900	72		
Index to Votes and Proceedings (English)	244	72		
" " (French)	85	48		
List of Members of House of Commons	2,500	24		
Dominion Land Surveys, Bill No. 9	1,000	28		
List of Committees	750	12		
Dominion Elections Act, Bill No. 80	600	24		
			8,079	280
Indian Affairs—				
Part J, Auditor General's Report	500	134		
Report on Indian Schools	1,000	24		
Indian Land Regulations	200	18		
Chapter 81, *re* Indians (English)	500	72		
" " (French)	50	74		
Papers and Correspondence between Governments of Canada and British Columbia	1,000	24		
			3,250	346
Inland Revenue—				
Bulletins :—(English)				
Food (No. 132)	2,500	32		
Butter (No. 133)	2,500	4		
Carried forward			655,904	10,672

TABLE No. 6.—Return of Pamphlet and Miscellaneous Book-work, for the Twelve Months ending March 31, 1908 (copies and pages aggregate)—*Continued.*

Description.	Number of Copies.	Number of Pages.	Number of Copies.	Number of Pages.
Brought forward			655,904	10,672
Inland Revenue—Concluded.				
Bulletins :—(English)—Continued.				
Standard Fertilizer (No. 134)	2,500	24		
Spirituous Liquors (No. 135)	2,500	12		
Almond Flavouring Extracts (No. 136)	2,500	12		
Ground Cinnamon (No. 138)	2,500	8		
Ground Ginger (No. 137)	2,500	8		
Fertilizers as Sold (No. 139)	2,500	16		
Milk (No. 142)	2,500	40		
Cream of Tartar (No. 143)	2,500	28		
Condensed Milk (No. 144)	3,000	28		
Steamed Honey (No. 145)	3,000	32		
Lard (No. 147)	3,000	20		
Drugs (No. 146)	3,000	20		
Honey (No. 148)	3,500	20		
Bulletins :—(French)				
Standard Fertilizers (No. 134)	500	24		
Fertilizers as Sold (No. 139)	500	16		
Maple Syrup (No. 141)	500	24		
" " (No. 140)	500	24		
Circular G—770	800	64		
Circular G—310	2,500	16		
List of Bulletins	1,000	8		
Gas Act and Regulations	500	74		
			47,300	554
Interior—				
Certain Papers *re* Doukhobor Lands	1,000	32		
Coal Mining Regulations	4,000	8		
Summary of Rulings *re* Dominion Lands	1,000	8		
Rules and Regulations *re* Examinations of Dominion Land Surveyors	500	24		
Addresses to Governor General and His Replies	10,000	192		
Yukon Placer Mining Act	3,000	24		
Extract from Criminal Code and Railway Act	200	8		
Mr. Plaskett—Extract from Astronomer's Report	200	68		
Mr. Stewart " " "	200	12		
Mr. Macara " " "	200	24		
Pamphlet *re* Yukon Territory	2,000	216		
Summary of Regulations and Departmental Rulings *re* Dominion Lands	25,000	16		
Forestry—Extract from the Interior Report, 1906-7	2,000	48		
Immigration " " "	500	136		
Appendix No. 2 of Forestry—Extract from the Interior Report, 1906-7	1,000	28		
Rocky Mountain Park of Canada—Extract from the Interior Report, 1906-7	2,000	26		
Superintendent of Mines—Extract from the Interior Report, 1906-7	1,000	40		
Mr. Smart's Report on Immigration—Extract from the Interior Report, 1906-7	500	12		
Canada's Fertile Northland	11,000	148		
Report *re* Yukon Territory	2,000	64		
Disposition of Doukhobor Lands	2,000	12		
Geographic Decisions, July-October, 1907	200	8		
School Lands for Sale	1,500	8		
Resolution *re* Yukon Territory and Synopsis of Regulations	4,000	20		
Geographic Decisions, November, 1907	200	4		
Coal Lands in Alberta and Saskatchewan	1,000	16		
Irrigation Report, 1906-7, with Appendices A and B	2,000	90		
Extract from Irrigation Report, 1906-7, Appendix B	1,000	48		
Amendments Irrigation Act (Draft Bill)	700	10		
Regulations Governing Yearly Permits to Cut Timber on Lands	4,000	20		
Correspondence and Papers *re* Seed Grain	1,000	40		
Carried forward			782,104	12,600

TABLE No. 6.—Return of Pamphlet and Miscellaneous Book-work, for the Year ending March 31, 1908 (copies and pages aggregate)—*Continued.*

Description.	Number of Copies.	Number of Pages.	Number of Copies.	Number of Pages.
Brought forward			782,104	12,600
Interior—Concluded.				
Regulations for Forest Reserves	3,000	10		
Tree Planting	20,000	20		
Seed Grain Report	700	8		
Rules Governing the Examinations for Dominion Land Surveyors	1,000	24		
Homestead Regulations, Yukon Territory	2,000	8		
			111,600	1,480
Justice—				
Memo. *re* British North America Act	100	288		
Provincial Legislation, 1904-6 (English)	500	200		
Exchequer Court Report, No. 4, Vol. X	1,000	90		
" " " No. 1, Vol. XI	1,000	112		
			2,600	690
Labour—				
Agreement—United Mines and Pacific Coal Co. of Alberta	4,000	16		
Commission on Telephone Operators Hours	5,000	112		
Report on Oriental Immigration	1,500	56		
			10,500	184
Marine and Fisheries—				
Monthly Weather Review (12 issues)	13,200	144		
General Fishery Regulations (2 issues)	5,000	12		
Fishery Regulations for Ontario	1,000	8		
" " Quebec	1,000	12		
" " British Columbia	2,000	12		
Qualifications for Assistant Surveyors	100	8		
List of Lights of Canada, 1906	1,300	288		
" " " Inland Waters' Portion	500	88		
" " " Pacific Coast Portion	400	24		
Pilotage Regulations for District of Montreal	250	20		
British Columbia Fishery Commission Report	1,500	112		
Rules for Examinations of Masters and Mates (French)	500	64		
Instructions to Fishery Officers (English)	500	32		
" " " (French)	100	32		
General Fishery Regulations, extract from *Canada Gazette*	2,000	20		
Tide Tables for Eastern Coast	3,500	52		
Rules of Life Saving Service of Canada	600	16		
Meteorological Tables, 1905, Part VII	50	20		
Fish Culture (English)	250	40		
" " (French)	100	56		
Canadian Fisheries Museum	200	32		
Special Reports (English)	500	36		
" " (French)	100	34		
Georgian Bay Fish Commission Report	1,200	60		
List of Geographic Board Decisions	200	8		
Meteorological Tables, 1906	1,200	418		
Tide Tables for Eastern Coast of Canada, 1909	4,000	56		
Index to Notice to Mariners	800	24		
Tide Tables for Pacific Coast of Canada, 1908	3,500	36		
Rules of the Road for the Great Lakes	500	12		
			46,050	1,776
Militia and Defence—				
Militia General Orders, published currently (English)	101,150	436		
" " " (French)	14,350	412		
Minutes of Militia Council (weekly)	1,000	358		
Quarterly Militia List (4 issues)	11,150	1,504		
Militia Book 22—Instructions for Cooks	1,500	24		
Memo. for Camp Instructions	500	60		
Advantages of Permanent Force	500	20		
Selected Notes of Camp (French)	500	12		
Instructions for Practice Seawards	300	56		
Instructions for Artillery Store Accounting	500	8		
Ross Rifle Hand-book, 1907	5,000	30		
Carried forward			1,006,804	18,240

TABLE No. 6.—Return of Pamphlet and Miscellaneous Book-work, for the Twelve Months ending March 31, 1908 (copies and pages aggregate)—*Continued.*

Description.	Number of Copies.	Number of Pages.	Number of Copies.	Number of Pagés.
Brought forward			1,006,804	18,240
Militia and Defence—Concluded.				
Training Manuel for Field and Heavy Artillery—Canada	1,500	48		
Syllabus of Instructions, 1907	300	32		
Part Q, Auditor General's Report	50	120		
Report *re* Admission to Royal Military College	500	32		
General Order 156	100	8		
General Orders 146-155	60	8		
Artillery Practice—Petawawa	400	26		
Infantry Training and Training Manuel	500	340		
Standing Orders—Canadian Ordnance Corps	500	70		
Report of Visitors, Royal Military College	300	12		
Index to General Orders (English)	2,450	16		
" " " (French)	350	16		
Memorandum for Camps of Instruction	2,500	66		
Index to Militia Council Minutes	25	24		
Instructions for Practice	600	58		
Standing Orders for Fortress at Halifax	500	48		
Standing Orders of Canadian Permanent Army Service Corps	500	52		
Instructions for Selection of Sites, &c	1,000	12		
Regulations for Canadian Ordnance Service, Part I	600	176		
			149,185	4,084
Post Office—				
Official Postal Guide, 1908 (English)	14,758	716		
" " " " (French)	2,500	748		
Quarterly Supplement to Postal Guide (English)	56,575	60		
" " " " (French)	9,800	60		
Catalogue of Articles in Stock	40	16		
Instructions to Railway Mail Clerks (French)	225	40		
Schedule of Mail Trains, Nos. 114 to 116	3,600	204		
Instructions to Letter Carriers (French)	375	16		
Catalogue of Articles in Stock	150	44		
Instructions for Guidance of Clerks in Money Order Br	200	22		
Monthly Money Order Circular (English)	33,500	160		
" " " " (French)	8,400	160		
			130,123	2,246
Public Printing and Stationery—				
Official Postal Guide, 1908 (English)	1,000	716		
" " " " (French)	100	748		
Quarterly Supplement to Postal Guide (English)	1,800	48		
" " " " (French)	350	48		
Customs Tariff	5,000	132		
Royal Commission on Life Insurance	2,000	208		
Price List for Statutes	250	48		
Special Confidential Report	50	32		
Extract from Evidence of Public Accounts Committee of March 5	250	24		
Extract from Revised Hansard of March 6	100	64		
Stock List	400	20		
Index to Statutes	20	36		
Sundry Acts reprinted (English)	43,800	2,116		
" " " (French)	6,300	744		
			61,420	4,984
Public Works—				
Catalogue National Art Gallery	2,000	36		
Telegraph Service, Extract from Annual Report	100	72		
" " Book of Rules	250	64		
			2,350	172
Railways and Canals—				
Canal Regulations (English)	1,000	32		
" " (French)	300	32		
			1,300	64
Carried forward			1,214,132	26,870

SESSIONAL PAPER No. 32

TABLE No. 6.—Return of Pamphlet and Miscellaneous Book-work, for the Twelve Months ending March 31, 1908 (copies and pages aggregate)—*Concluded.*

Description.	Number of Copies.	Number of Pages.	Number of Copies.	Number of Pages.
Brought forward			1,214,132	26,870
Secretary of State—				
Synopsis of Chartered Companies, 1898–1906	50	20		
List of Newspapers	250	32		
			300	52
Senate—				
List of Senators	300	16		
" "	500	12		
" "	200	18		
" " and Committees	800	18		
Old Age Annuities, Speeches (English)	7,000	88		
" " " (French)	3,000	104		
Dominion Power Development Company, Bill H	150	6		
			11,950	262
Trade and Commerce—				
Weekly Report and Index	132,850	838		
Payment of Bounties on Iron and Steel	250	2		
Tariffs of Principal Countries	2,750	280		
Payment of Bounties on Binder Twine and Cordage	200	2		
Instructions to Canadian Trade Officials	50	24		
Canada-Franco Treaty	500	48		
Report of Royal Commission on Grain	1,000	40		
			137,600	1,234
Totals			1,363,982	28,414

TABLE No. 7.—Statement showing the work on the *Canada Gazette*, Vol. XLI., 1907–8.

Title.	Aggregate Annual Issue.	Number of Pages in Volume.	Distribution Weekly.	
			King's Printer.	Mailed.
Canada Gazette	102,400	3,030	50	1,750

TABLE No. 8.—Statement showing the work on Voters' Lists for 1907–8.

	Number of Copies.	Number of Pages.
Eighteen orders	1,620	750

TABLE No. 9.—Statement showing Letterpress Departmental Work from April 1, 1907, to March 31, 1908.

Department.	APRIL.		MAY.		JUNE.	
	Envelopes.	Copies.	Envelopes.	Copies.	Envelopes.	Copies.
Agriculture	330,000	107,526	26,000	585,585	75,000	199,623
Auditor General	2,000	7,700		4,410		370
Clerk of Crown in Chancery		250				
Customs	30,000	857,830	25,950	136,875	60,000	39,335
Finance	2,000	76,562	8,250	13,840	5,000	3,110
Geological Survey		1,050				
Governor General	200	950	200	60		500
Indian Affairs	5,400	23,070	21,500	4,690	5,200	1,370
Inland Revenue	5,000	67,616	3,000	16,730	7,000	22,625
Interior	66,200	409,930	12,000	164,785	5,500	100,105
Justice	500	23,910	3,000	12,550		10,025
Library of Parliament			5,000	5,200		
Marine and Fisheries	50,500	67,500	3,000	61,675	48,000	111,920
Militia and Defence	85,000	260,601	100,000	85,810	75,000	92,910
Parliament, Houses of		17,329		58,655		325
Post Office	262,250	3,906,300	203,200	1,197,320	248,000	2,376,833
Privy Council		540		3,250		
Public Printing and Stationery		16,350	15,000	25,573	5,000	28,433
Public Works	16,045	46,330	17,000	17,830	12,000	45,980
Railways and Canals	308,600	38,840	62,500	39,630		27,886
Railway Commission, Board of		5,000		1,000		200
Royal Northwest Mounted Police		36,950	31,000	34,275		34,000
Secretary of State		9,416	5,000	2,565	500	3,000
Trade and Commerce	63,000	3,415	10,000	19,100	13,000	23,775
Transcontinental Railway Commission				570		100
Totals	1,226,695	5,984,965	551,600	2,491,980	559,200	3,122,425

TABLE No. 9.—Statement showing Letterpress Departmental Work, &c.—*Continued.*

Department.	JULY.		AUGUST.		SEPTEMBER.	
	Envelopes.	Copies.	Envelopes.	Copies.	Envelopes.	Copies.
Agriculture	5,000	68,219	13,500	71,450	35,300	107,170
Auditor General						100
Clerk of Crown in Chancery	2,000					
Customs		18,575	10,000	228,190		166,155
Finance	3,000	82,740		60,641	23,000	42,820
Geological Survey				10,170		31,750
Governor General	1,000	50	250	8,600		60
Indian Affairs	3,950	3,405	2,500	8,800	21,300	78,360
Inland Revenue		249,360	3,000	65,605		422,290
Interior	104,000	253,565	113,000	447,649	11,000	139,060
Justice		7,550	11,700	13,065	2,000	10,490
Library of Parliament		200				75
Marine and Fisheries	16,000	18,905	76,050	139,675	16,000	41,535
Militia and Defence	56,000	128,500		95,140	114,500	106,460
Parliament, Houses of	3,000	5,250		375		6,550
Post Office	180,000	439,705	679,750	1,696,360	11,000	516,370
Privy Council		100			500	1,350
Public Printing and Stationery		93,100		49,756		8,480
Public Works	2,600	140,885	14,322	74,386	4,000	35,175
Railways and Canals	4,000	32,280	4,000	34,705	1,000	37,770
Railway Commission, Board of		4,920		6,000		5,000
Royal Northwest Mounted Police		29,625	3,000	8,000	60,000	77,045
Secretary of State		2,500	11,000	4,285		200
Trade and Commerce		5,500	1,500	13,950	7,000	5,000
Transcontinental Railway Commission				225		
Totals	388,550	1,584,904	943,572	3,040,027	306,600	1,839,265

TABLE No. 9.—Statement showing Letterpress Departmental Work, &c.—*Continued.*

Department.	OCTOBER.		NOVEMBER.		DECEMBER.	
	Envelopes.	Copies.	Envelopes.	Copies.	Envelopes.	Copies.
Agriculture	80,000	126,013	127,000	164,809	110,000	74,800
Auditor General	1,000	10,500	.....	3,635	5,000	5,300
Clerk of Crown in Chancery	.....	3,600	.....	2,500	.....	1,400
Customs	81,300	220,295	15,000	505,350	15,000	871,215
Finance	3,500	48,190	4,400	25,395	6,000	13,040
Geological Survey	.....	4,000	.....	500	.....	75
Governor General	.....	736	.....	1,697	500	1,554
Indian Affairs	12,500	6,625	500	8,903	2,800	17,710
Inland Revenue	5,000	90,080	51,000	78,910	25,000	6,870
Interior	44,000	196,080	18,000	129,645	214,250	50,790
Justice	3,500	11,660	6,000	11,450	1,000	22,000
Library of Parliament	.....	.....	.....	2,800	.....	.....
Marine and Fisheries	10,500	483,930	73,250	529,475	21,000	81,430
Militia and Defence	.....	178,105	15,000	35,400	50,600	163,820
Parliament, Houses of	.....	9,792	1,250	26,435	3,650	28,554
Post Office	124,400	384,400	394,421	2,460,503	364,500	2,946,926
Privy Council	.....	85	.....	6,804	.....	.....
Public Printing and Stationery	7,000	141,857	11,750	37,829	250	10,200
Public Works	202,975	2,549,575	35,700	23,985	500	44,439
Railways and Canals	3,500	19,310	403,000	18,500	5,000	2,365
Railway Commission, Board of	.....	15,000	.....	10,920	1,200	14,000
Royal Northwest Mounted Police	.....	17,300	.....	35,500	.....	11,150
Secretary of State	1,700	27,260	.....	13,260	500	4,312
Trade and Commerce	6,000	25,375	6,000	22,000	2,500	10,175
Transcontinental Railway Commission	.....	.....	.....	200	.....	.....
Totals	586,875	4,569,768	1,162,271	4,156,342	829,250	4,382,125

TABLE No. 9.—Statement showing Letterpress Departmental Work, &c.—*Concluded.*

Department.	JANUARY.		FEBRUARY.		MARCH.	
	Envelopes.	Copies.	Envelopes.	Copies.	Envelopes.	Copies.
Agriculture	76,400	752,710	3,000	152,736	739,000	92,434
Auditor General	.....	75	3,000	150	.....	7,200
Clerk of Crown in Chancery	.....	.....	.....	13,400	2,000	5,090
Customs	40,000	822,530	5,000	603,390	400	483,670
Finance	.....	61,300	13,000	67,235	10,000	41,875
Geological Survey	.....	25,000	7,000	2,450	500	3,800
Governor General	.....	1,835	1,000	4,145	1,000	315
Indian Affairs	14,600	7,100	750	10,575	.....	550
Inland Revenue	52,000	172,340	.....	232,400	6,000	190,755
Interior	11,000	143,170	107,590	247,495	74,000	273,825
Justice	2,000	10,687	2,000	11,360	1,000	21,865
Library of Parliament	5,000	.....	.....	500	1,000	555
Marine and Fisheries	48,725	221,070	57,500	145,720	6,000	33,561
Militia and Defence	25,000	270,300	20,000	358,140	10,000	146,175
Parliament, Houses of	500	19,654	.....	45,889	1,500	83,553
Post Office	299,925	4,491,592	376,875	2,551,354	366,200	4,085,459
Privy Council	4,000	2,500	.....	.....	.....	.....
Public Printing and Stationery	.....	99,912	15,000	17,795	1,000	1,219,325
Public Works	5,350	26,565	18,550	96,490	46,550	136,350
Railways and Canals	168,000	29,145	20,375	19,150	166,500	23,310
Railway Commission, Board of	.....	8,450	.....	11,100	.....	2,000
Royal Northwest Mounted Police	.....	27,660	.....	32,315	30,000	152,300
Secretary of State	500	13,000	.....	5,300	500	6,900
Trade and Commerce	52,000	1,500	6,000	28,100	500	6,000
Transcontinental Railway Commission	.....	.....	.....	.....	.....	.....
Totals	805,000	7,208,095	656,640	4,651,189	1,463,650	7,016,867

TABLE No. 10.—Summary of Letterpress Departmental work for Twelve Months.

Months.	Envelopes.	Copies.
April	1,226,695	5,984,565
May	551,600	2,491,980
June	559,200	3,122,425
July	388,550	1,584,904
August	943,572	3,040,027
September	306,600	1,839,265
October	586,875	4,569,768
November	1,162,271	4,156,342
December	829,250	4,382,125
January	805,000	7,208,095
February	656,640	4,651,189
March	1,463,650	7,016,867
Totals	5,503,686	50,047,952

TABLE No. 11.—Statement showing the number of Plates in Annual and Supplementary Reports for Twelve Months.

Title of Document.	Number of Plates in each Copy.	Number of copies E. and F. (aggregate)	Total.
Agriculture	2	5,010	10,020
Cruise of *Neptune*	65	4,985	324,025
Experimental Farms	10	68,590	685,900
Interior	2	4,460	8,920
Northwest Mounted Police	13	4,375	56,875
Evidence of J. W. Robertson, Committee on Agriculture and Colonization	6	40,000	240,000
Reserves of Dominion, North of Alberta—Report of Special Committee	1	1,175	1,175
Totals	99	128,595	1,326,915

TABLE No. 12.—Statement showing Books bound, &c., during the Fiscal Year, 1907–8.

Department.	April, 1907.					May, 1907.					June, 1907.					July, 1907.				
	Calf.	Roan.	Sheep.	Skiver.	Cloth.	Calf.	Roan.	Sheep.	Skiver.	Cloth.	Calf.	Roan.	Sheep.	Skiver.	Cloth.	Calf.	Roan.	Sheep.	Skiver.	Cloth.
Post Office	53	1	1	2	400	44	4	12	9		27	14	6	10	252	25	3	4	50	
Public Printing and Stationery	11			8		5					10	3		3	3000		8			6001
Agriculture	12	1		1		10			22	1001	41			10	250	8			302	2958
Auditor General	3					7	3				2	2								
Customs	142	153		1		46	77		150		131			75		16	200			
Finance	9	178				29	18		12		42	28			300	14	13		6	
Marine and Fisheries	2	26		52					11	12	40	67		250	30	1			59	6
Governor General																				
Indian Affairs	4	4	6		204	80	2		100		14	62					2		300	
Inland Revenue	213				100	115				288	155						200		100	100
Interior	98	74		10	10	104	31		207	200	84	83		500	611	13	134		45	519
Justice	106	6	6		50	30	6		12		16	24	3	18	104	62			1	
Northwest Mounted Police		13				1										17	14			100
Privy Council	2										3							1		
Public Works	6	10			30	2	52				2	38		1	60		1			
Railway and Canals	25	3		135	50	19	82		500		98			288		12	4		28	120
Secretary of State		3				2					1	5								4
House of Commons					908	9					18					2				
Senate	2	200					6									6			1	
Library of Parliament				1		155	11				87	1		12		69				
Geological Survey	2	1					101				65			1		100	10			
Militia and Defence	13	106		1125	300	1	72		100	1500	30	43		1500	550	2	7		150	
Trade and Commerce	9					35	1				11	20		1					12	205
Labour										50										70
Totals	712	779	13	1335	2052	688	466	12	1123	3051	877	390	9	2669	5157	347	596	5	1054	10083

TABLE No. 12.—Statement showing Books bound, &c.—*Continued.*

Department.	August, 1907.					September, 1907.					October, 1907.					November, 1907.				
	Calf.	Roan.	Sheep.	Skiver.	Cloth.	Calf.	Roan.	Sheep.	Skiver.	Cloth.	Calf.	Roan.	Sheep.	Skiver.	Cloth.	Calf.	Roan.	Sheep.	Skiver.	Cloth.
Post Office	45		30	808		25	2	1	8		33	2	5	45	188	30	1	5	45	187
Public Printing and Stationery	453	2	7098	30		1	5		4		58	2		6	4	4	1			250
Agriculture	5	3	30	35		4	7			30	143	1		2	55	44	1		114	200
Auditor General					12	1										2	12			
Customs	28	36				61		100			283	56		200	100	62	10		300	
Finance	2	34			4	13	110		60		54	10		115	4400	13	7		3	116
Marine and Fisheries						29				505	5	3		41	100	4	8		50	14
Governor General																1				
Indian Affairs	6	26		100		3	2				1	4		200		1	30		1	
Inland Revenue	26					315	106			4	36			159		67	55		700	
Interior	166	79		108	500	27	27		6		119	99			500	33	71		8	4
Justice	16			6		72				51	121			5	2	13	1			48
Northwest Mounted Police	12	150			100	7	22					4			4			1		200
Privy Council	3										15	2		7		2			2	
Public Works	22	5		7		9	39		25	1000	35	2		54		300	42		206	6
Railways and Canals	25			50	12	3	19		90		30	1		117		87	3		6	
Secretary of State	29	3		2		5					10	3				63	3			
House of Commons	2		2			17	2								4537					4537
Senate	5				100	25				300										1
Library of Parliament						183					90	8				90				
Geological Survey	2				100				4		60					1				
Militia and Defence	150	1		1300	125				7		1			75	400	8				480
Trade and Commerce	8				133				1	110	3				5		2		50	20
Labour										27	10				300				1	10
Totals	945	339	7160	2446	1096	800	341	101	265	2027	1107	197	5	1017	10595	825	247	6	1486	6073

Table No. 12.—Statement showing Books bound, &c.—*Concluded.*

Department.	December, 1907.					January, 1908.					February, 1908.					March, 1908.				
	Calf.	Roan.	Sheep.	Skiver.	Cloth.	Calf.	Roan.	Sheep.	Skiver.	Cloth.	Calf.	Roan.	Sheep.	Skiver.	Cloth.	Calf.	Roan.	Sheep.	Skiver.	Cloth.
Post Office	106		8			134	12	3	2050	240	162	2			1	13	35	2		1090
Public Printing and Stationery	13					3	11	6		2	19	6		15	100	4	4		8	
Agriculture	188				400	25	12		1	98	35			11	315	25				135
Auditor General						1	192				1					1				
Customs	26	129		100			4		1	400	56	120		109		61	140	600		
Finance	8	4				63	50		1		28	9		100		1	41		6	
Marine and Fisheries	8	338		600	1	31	17		14	4463	18	105		5	4	238	65			150
Governor General						3					3									2
Indian Affairs	6	69				50	68			176	2	3			400	1	1			
Inland Revenue	1			10	11	194	214		300		6	3		540	1300	14			1	
Interior	59			18		10	56			608	9	118		12	500	9	61			
Justice	74	1		24		153		20			38	2	10		292	88	10		12	6
Northwest Mounted Police		50		2					1		1	1				8				
Privy Council	8					6														
Public Works	6	10		13		14	7		10	58	2	10		10	98	13	2		19	600
Railways and Canals	27	3		146		74	34	4	5	100	16			72		30			64	30
Secretary of State											10			1	1	1	6		1	
House of Commons					4537					4538										
Senate					800		1			1	12				20		13			
Library of Parliament						90	10		1		86									
Geological Survey	81										5	1	1	187	250	2				
Militia and Defence	16	31				37	212				56					34	218		43	
Trade and Commerce	9	1			10	20	4		9		5			23		5				44
Labour	1	1		3	12						3				8	2			1	100
Totals	637	637	8	916	5771	908	904	33	2393	10684	573	380	11	1085	3289	550	596	602	155	2157

TABLE No. 13.—Summary of Books Bound during the Twelve Months.

Month.	Calf.	Roan.	Sheep.	Skiver.	Cloth.
April	712	779	13	1,335	2,052
May	688	466	12	1,123	3,051
June	877	390	9	2,669	5,157
July	347	596	5	1,054	10,083
August	945	339	7,160	2,446	1,086
September	800	341	101	205	2,027
October	1,107	197	5	1,017	10,595
November	825	247	6	1,486	6,073
December	637	637	8	916	5,771
January	908	904	33	2,393	10,684
February	573	380	11	1,085	3,289
March	550	596	602	155	2,152
Totals	8,969	5,872	7,965	15,884	62,025

TABLE No. 14.—Statement showing the Perforating, Numbering and Packing during the Fiscal Year, 1907-8.

Month.	Perforating.	Numbering.	Parcels.
April	188,800	300,900	7,308
May	158,400	522,700	9,047
June	241,250	446,100	7,254
July	300,300	362,350	5,115
August	129,750	218,250	6,713
September	75,350	283,950	2,487
October	232,350	274,500	6,667
November	135,500	308,700	4,343
December	358,000	1,324,550	4,055
January	324,450	351,450	7,599
February	450,350	607,150	10,999
March	241,950	430,700	6,076
Totals	2,836,450	5,431,300	77,663

Number of Maps and Plans mounted ..... 1,691.

Total square feet, 7,388.

TABLE No. 15.—Statement showing the Number of Pads made during the Fiscal Year 1907-8.

Department.	1907.									1908.		
	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.
Post Office		120			30	130	118	117	5	1,500	490	2,500
Public Printing and Stationery	450			625	400		500	640	50	728	120	50
Agriculture		115				190	578		130	275	80	140
Auditor General		26							12			
Customs			500						2,500			
Finance	80	2	2	700	11	80	12	12	105	95	40	500
Marine and Fisheries		24			40			90		599	50	398
Governor General						50			12	6		
Indian Affairs	10				24		300	300		50		24
Inland Revenue	110	200	75				72			36		
Interior	270	125		50	62	263	100	172	105	750	818	275
Justice	216	50	50	54	60	35	70				160	100
Northwest Mounted Police				600	100	100	200	56			300	
Privy Council								24				
Public Works	67	12	54	59			300	40	367	24		846
Railways and Canals	120	20	20	77	175	95		50			80	30
Secretary of State		162										
House of Commons			20				25	155				
Senate								100		10	25	
Library of Parliament	15											
Geological Survey												
Militia and Defence		40		30	40		340		150	400	150	610
Trade and Commerce		45	80	40	80		60	95		110	80	270
Labour	9											
Totals	1,347	941	801	2,235	1,022	943	2,675	1,851	3,436	4,583	2,393	5,743

TABLE No. 16.—Summary of Pads for Twelve Months.

Month.	Quantity.
April	1,347
May	941
June	801
July	2,235
August	1,022
September	943
October	2,675
November	1,851
December	3,436
January	4,583
February	2,393
March	5,743
Totals	27,770

TABLE No. 17.—Showing the making, printing and stamping of Prepaid Post Office Envelopes from April 1, 1907, to March 31, 1908.

Denomination.	Quantity made.	Quantity stamped.
Envelopes (1 cent)	451,000	451,000
" (2 cents)	2,554,000	2,554,000
Totals	3,005,000	3,005,000

TABLE No. 18.—Statement showing the Die Stamping of Note and Letter Headings and Envelopes, from April 1, 1907, to March 31, 1908.

Department.	Foolscap.	Half-cap.	Letter.	Half-letter.	Note.	Half-note.	Number of Impressions.	Number of Envelopes.
	R. Q. S.	R. Q. S.	R. Q. S.	R. Q. S.	R. Q. S.	R. Q. S.		
Agriculture	4 4 0	12 17 0	... ...	106 6 0	13 0 0	... ...	206,540	66,500
Auditor General	... ...	... ...	... ...	... ...	3 0 0	... ...	3,440	2,000
Archives	... ...	... ...	... ...	6 0 0	12 0 0	... ...	18,040	1,000
Customs	... ...	... ...	... ...	35 0 0	2 0 0	... ...	65,720	46,000
Exchequer Court	... ...	... ...	... ...	... ...	12 0 0	... ...	6,760	1,000
Finance	... ...	... ...	... ...	8 8 0	... ...	... ...	7,000	3,000
Governor General	8 0 0	3 13 0	9 0 0	0 12 0	70 0 0	... ...	117,555	38,950
House of Commons and Senate	... ...	... ...	... ...	7 7 0	10 0 0	... ...	13,560	2,000
Indian Affairs	... ...	5 0 0	... ...	12 0 0	... ...	... ...	28,160	10,000
Inland Revenue	... ...	10 0 0	... ...	30 0 0	... ...	... ...	19,200	...
Interior	... ...	10 10 0	... ...	114 8 0	16 21 0	... ...	98,700	21,000
Justice	... ...	10 10 0	... ...	31 8 10	1 0 0	8 0 0	65,370	41,000
Labour	... ...	9 9 0	5 5 0	15 15 0	... ...	... ...	31,000	11,500
Mines	... ...	3 12 0	... ...	10 0 0	3 0 0	... ...	17,930	4,250
Marine and Fisheries	... ...	6 6 0	... ...	66 14 0	1 11 0	... ...	55,385	7,735
Militia and Defence	... ...	... ...	... ...	156 0 0	8 0 0	... ...	196,350	114,750
Northwest Mounted Police	... ...	... ...	... ...	... ...	2 0 0	... ...	960	...
Post Office	... ...	... ...	... ...	57 7 0	... ...	9 0 0	58,760	25,500
Privy Council	... ...	7 7 0	20 0 0	40 10 0	14 0 0	... ...	51,970	12,750
Public Printing and Stationery	... ...	... ...	... ...	7 7 0	1 0 0	... ...	10,480	6,500
Public Works	... ...	... ...	... ...	22 10 0	4 14 0	... ...	27,650	5,250
Railways and Canals	... ...	... ...	... ...	40 0 0	8 0 0	... ...	88,920	19,000
Transcontinental Railway Commission	... ...	... ...	... ...	32 5 0	11 5 0	... ...	90,460	54,500
Railway Commission, Board of	... ...	... ...	... ...	2 1 16	... ...	... ...	3,000	...
Secretary of State	3 0 0	38 1 16	2 0 0	12 0 0	10 0 0	... ...	38,760	8,000
Supreme Court	... ...	1 0 20	... ...	26 1 0	7 5 0	... ...	29,330	10,000
Trade and Commerce	... ...	... ...	... ...	12 10 0	4 0 0	5 5 0	40,920	25,000
Mint	... ...	8 6 6	... ...	8 6 6	... ...	... ...	10,000	2,000
Totals	15 4 0	126 12 18	36 5 0	860 16 8	214 16 0	22 5 0	1,401,930	539,185

STATIONERY OFFICE.

OTTAWA, January, 1909.

S. E. DAWSON, Esq., C.M.G., LL.D.
King's Printer and Controller of Stationery.

SIR,—I have the honour to submit for your information a general statement of the accounts of this branch from April 1, 1907, to March 31, 1908, as follows, viz.:—

Value of goods brought forward, April 1, 1907	$ 175,619 90
Value of goods received, April 1, 1907, to March 31, 1908.	588,786 87
Wages, &c., charged against stock	15,542 64
Balance profit	1,646 43
	$ 781,595 84

By goods issued to departments, inside	$ 101,624 10
" " outside service	262,309 92
King's Printer's work account, Printing Branch	216,093 73
Stock on hand, March 31, 1908, verified	201,568 09
	$ 781,595 84

The comparative statement 'C' shows the following increases, viz.:—

	Inside.	Outside.
	$ cts.	$ cts.
Agriculture	1,726 85	4,889 15
Customs	266 00	5,447 44
Trade and Commerce	504 00	665 20
Finance	1,267 67	
Insurance Branch		694 15
Royal Mint		1,722 41
Charges of Management		23 04
Governor General's Office	245 53	
Government House	215 80	
Inland Revenue	40 35	1,470 10
Justice	289 97	362 89
Solicitor General	529 08	
Kingston Penitentiary		165 82
St. Vincent de Paul Penitentiary		312 59
British Columbia Penitentiary		72 53
Supreme Court		291 98
Exchequer Court		97 88
Dominion Police		68 40
Marine and Fisheries	2,949 61	5,370 94
Militia and Defence	1,300 99	5,334 22
Privy Council	458 79	
Public Works	1,327 59	6,414 27
Railways and Canals	2,072 55	3,762 95
Railway Commission		462 48
Intercolonial Railway		14,348 69
Post Office	5,720 65	15,632 93
Labour	872 31	
Secretary of State	418 27	
High Commissioner for Canada	5 71	
Civil Service Examiners	0 27	
Public Printing and Stationery		3,381 65
Work Book Account		95,785 08
Mines	3,370 10	
Interior	3,481 07	2,954 03
Immigration		1,938 45
Indian Affairs		766 25
School supplies		1,756 54
Departments generally	166 87	
Library of Parliament		129 98
Auditor General's Office	1,200 03	
Senate		3,920 29
House of Commons		14,280 31
	28,430 06	192,522 64
The comparative statement shows also the following decreases, viz.:—		
Justice—Dorchester Penitentiary		63 90
Manitoba Penitentiary		114 44
Regina Jail		191 82
Clerk of the Crown in Chancery	27 22	
Transcontinental Railway		4,274 06
Public Printing and Stationery	30 67	
Mines Branch		2,730 21
Northwest Government		194 21
Yukon Commissioner		545 34
Indian Affairs	117 52	
Northwest Mounted Police		2,227 90
	175 41	10,341 88

A.—Statement of Expenditure for, and issue of, goods in each month for the year ended March 31, 1908.

	Goods Entered.		Goods Issued.
	Sterling.	Currency.	
1907.	£ s. d.	$ cts.	$ cts.
April	741 18 7	39,385 00	38,169 94
May	1,174 18 9	42,133 55	44,128 70
June	1,005 15 8	59,132 99	47,223 79
July	706 16 9	46,979 41	45,661 31
August	1,210 12 1	42,406 28	43,103 08
September	1,294 6 11	35,613 59	47,559 78
October	3,923 6 3	38,390 08	67,045 63
November	423 17 3	51,305 68	53,945 62
December	522 7 3	67,038 82	55,649 74
1908.			
January	152 4 11	33,176 36	49,641 01
February	203 5 8	41,137 26	38,374 62
March	149 8 3	36,077 84	49,524 53
Paid in currency	.....	532,776 86	
Paid in sterling	11,508 18 4	56,010 01	
Total expenditure	.....	588,786 87	
Value of goods brought forward, April 1, 1907	.....	175,619 90	
Wages charged against stock	.....	15,542 64	
Balance profit	.....	1,646 43	
Total goods issued	.....	.....	580,027 75
Stock on hand verified, March 31, 1908	.....	.....	201,568 09
		781,595 84	781,595 84

B.—STATEMENT of Value of Goods issued to the Civil Service, from April 1, 1907, to March 31, 1908.

Department.	Goods Issued from April 1, 1907, to March 31, 1908.	
	Inside.	Outside.
	$ cts.	$ cts.
By Agriculture	7,383 22	10,710 50
Customs	1,239 83	16,248 02
Trade and Commerce	1,151 27	862 11
Finance	2,812 30	
" Insurance		1,012 14
" Charges of Management		495 15
" Royal Mint		1,722 41
Governor General's Office	593 08	
Government House	648 47	
Justice	2,776 62	734 06
" Solicitor General	572 47	
" Kingston Penitentiary		508 73
" St. Vincent de Paul Penitentiary		642 71
" Dorchester Penitentiary		134 93
" Manitoba Penitentiary		142 82
" New Westminster Penitentiary		205 51
" Alberta Penitentiary		113 03
" Supreme Court		1,124 09
" Exchequer Court		214 05
" Dominion Police		171 20
Inland Revenue	1,351 76	3,461 06
Marine and Fisheries	7,855 76	14,775 53
Militia and Defence	3,205 09	23,600 22
Privy Council	1,512 41	
" Clerk of the Crown in Chancery	55 84	
Public Works	3,986 18	17,280 11
Railways and Canals	4,334 96	6,405 93
" Railway Commission		3,668 56
" Transcontinental Railway		8,458 77
" Intercolonial Railway		29,668 98
Post Office	14,704 89	36,371 13
Labour Department	1,851 47	
Secretary of State	1,434 23	
" High Commissioner	86 43	
" Board of Civil Service Examiners	59 91	
Public Printing and Stationery	1,678 09	5,479 11
" " Work Book Account		216,093 73
Interior	33.555 55	
" Dominion Lands		10,145 40
" Immigration		4,960 17
Mines	3,370 10	
Mines Branch		735 95
Indian Affairs	2,456 16	2,546 84
" School material		5,438 04
Departments generally	511 05	
Library of Parliament		354 25
Auditor General	2,436 96	
Northwest Mounted Police		3,108 21
Senate		11,894 32
House of Commons		38,915 88
	101,624 10	478,403 65
		101,624 10
		580,027 75
Stock on hand verified, March 31, 1908		201,568 09
		781,595 84

C.—Comparative Statement of the issue of goods to the Departments from July 1, 1906, to March 31, 1907, and for the year ended March 31, 1908.

Departments.	Issued in 1906-07. — 9 Months.		Issued in 1907-08. — 12 Months.		Increase in 1907-08.		Decrease in 1907-08.	
	Departments.	Outside Service.	Departments.	Outside Service.	Departments.	Outside Service.	Departments.	Outside Service.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Agriculture	5,656 37	5,821 35	7,383 22	10,710 50	1,726 85	4,889 15		
Customs	973 83	10,800 58	1,239 83	16,248 02	266 00	5,447 44		
Trade and Commerce	647 27	196 91	1,151 27	862 11	504 00	665 20		
Finance	1,544 63		2,812 30		1,267 67			
Insurance Branch		317 99		1,012 14		694 15		
Royal Mint				1,722 41		1,722 41		
Charges of Management		472 11		495 15		23 04		
Governor General's Office	347 55		593 08		245 53			
Government House	432 67		648 47		215 80			
Inland Revenue	1,311 41	1,990 96	1,351 76	3,461 06	40 35	1,470 10		
Justice	2,486 65	371 17	2,776 62	734 06	289 97	362 89		
Solicitor General	43 39		572 47		529 08			
Kingston Penitentiary		342 91		508 73		165 82		
St. Vincent de Paul Penitentiary		330 12		642 71		312 59		
Dorchester Penitentiary		198 83		134 93				63 90
Manitoba Penitentiary		257 26		142 82				114 44
British Columbia Penitentiary		132 98		205 51		72 53		
Regina Jail		304 85		113 03				191 82
Supreme Court		832 11		1,124 09		291 98		
Exchequer Court		116 17		214 05		97 88		
Dominion Police		102 80		171 20		68 40		
Marine and Fisheries	4,906 15	9,404 59	7,855 76	14,775 53	2,949 61	5,370 94		
Militia and Defence	1,904 10	18,266 00	3,205 09	23,600 22	1,300 99	5,334 22		
Privy Council	1,053 62		1,512 41		458 79			
Clerk of the Crown in Chancery	83 06		55 84				27 22	
Public Works	2,658 59	10,865 84	3,986 18	17,280 11	1,327 59	6,414 27		
Railways and Canals	2,262 41	2,642 98	4,334 96	6,405 93	2,072 55	3,762 95		
Railway Commission		3,206 08		3,668 56		462 48		
Intercolonial Railway		15,320 29		29,668 98		14,348 69		
Transcontinental Railway		12,732 83		8,458 77				4,274 06
Post Office	8,984 24	20,738 20	14,704 89	36,371 13	5,720 65	15,632 93		
Labour	979 16		1,851 47		872 31			
Carried forward	36,275 10	115,765 91	56,035 62	178,731 75	19,787 74	67,610 06	27 22	4,644 22

C.—Comparative Statement of the issue of goods to the Departments from July 1, 1906, to March 31, 1907, and for the year ended March 31, 1908—*Concluded.*

Departments.	Issued in 1906-07. — 9 Months.		Issued in 1907-08; — 12 Months.		Increase in 1907-08.		Decrease in 1907-08.	
	Departments.	Outside Service.	Departments.	Outside Service.	Departments.	Outside Service.	Departments.	Outside Service.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Brought forward	36,275 10	116,765 91	56,035 62	178,731 75	19,787 74	67,610 06	27 22	4,644 22
Secretary of State	1,015 96		1,434 23		418 27			
High Commissioner for Canada	80 72		86 43		5 71			
Civil Service Examiners	59 64		59 91		0 27			
Public Printing and Stationery	1,708 76	2,097 46	1,678 09	5,479 11		3,381 65	30 67	
Work Book Account		120,308 65		216,093 73		95,785 08		
Mines			3,370 10		3,370 10			
Geological Survey (Mines Branch)		3,466 16		735 95				2,730 21
Interior	30,074 48	7,191 37	33,555 55	10,145 40	3,481 07	2,954 03		
Northwest Government		194 21						194 21
Immigration		3,021 72		4,960 17		1,938 45		
Yukon Commissioner		545 34						545 34
Indian Affairs	2,573 68	1,780 59	2,456 16	2,546 84		766 25	117 52	
School Supplies		3,681 59		5,438 04		1,756 54		
Departments generally	344 18		511 05		166 87			
Library of Parliament		224 27		354 25		129 98		
Auditor General's Office	1,236 93		2,436 96		1,200 03			
Northwest Mounted Police		5,336 11		3,108 21				2,227 90
Senate		7,974 03		11,894 32		3,920 29		
House of Commons		24,635 57		38,915 88		14,280 31		
Total issued to Departments	73,369 45		101,624 10					
" Outside Service		296,222 89		478,403 65				
Increase for Departments					28,430 06			
" Outside Service					192,522 64	192,522 64		
Decrease for Departments							175 41	
" Outside Service								10,341 88
Gross Increase					220,952 70		175 41	
" Decrease					10,517 29			10,517 29
Net Increase					210,435 41			

D.—Comparative Statement of Business transacted in the Stationery Office from 1886-7 (the first year that the Bureau was handed over to the King's Printer) and snbsequent years up to 1907-08.

Years.	Goods received.	Goods sent out.	Demands.	Letters received.	Letters sent out.	Packages despatched by Mail.	Packages and cases despatched by rail.	Papers and envelopes supplied to Printing Branch for work.
	$ cts.	$ cts.						$ cts.
1886-7.....	128,463 16	132,313 88	10,297	948	3,243	4,389	102	64,528 18
1887-8.....	183,731 61	186,832 56	11,251	958	3,712	3,733	168	65,264 38
1888-9.....	192,101 36	185,895 04	11,591	1,174	4,020	3,979	185	87,384 95
1889-90....	180,747 41	176,273 58	13,708	1,411	5,939	3,330	244	88,651 46
1890-1.....	185,089 29	193,035 51	15,220	1,547	6,483	3,967	463	92,994 87
1891-2.....	218,495 69	219,749 90	17,694	1,827	6,711	4,728	1,794	118,964 74
1892-3.....	228,100 38	225,401 37	17,855	2,403	6,869	5,317	2,118	118,983 22
1893-4.....	191,838 69	205,873 33	16,961	2,488	6,951	6,153	2,111	101,315 59
1894-5.....	190,840 65	195,769 83	17,857	3,404	8,178	5,883	2,017	97,100 88
1895-6.....	197,592 91	199,538 62	18,899	3,675	9,132	6,730	1,469	98,045 34
1896-7.....	205,051 35	214,061 82	20,756	3,804	9,406	9,244	1,122	93,114 84
1897-8.....	230,497 06	225,116 44	21,772	5,367	11,457	12,521	1,170	117,312 10
1898-9.....	218,088 17	236,988 62	21,047	4,640	13,059	11,343	1,217	113,706 19
1899-1900..	237,017 96	252,100 23	21,928	5,983	13.277	14,129	1,060	110,049 48
1900-1.....	302,766 26	301,495 95	23,227	6,856	13,689	16,382	1,038	142,421 20
1901-2.....	296,721 64	288,782 90	23,086	6,204	15,292	15,191	805	115,597 91
1902-3.....	280,414 42	303,160 80	23,148	6,707	15,360	16,288	412	122,530 50
1903-4.....	353,810 93	352,993 61	25,752	8,539	19,289	21,263	689	140,772 33
1904-5.....	438,232 96	427,783 74	28,003	8,439	19,229	22,822	1,102	162,787 26
1905-6..... 9 months	463,388 08	444,515 73	28,808	7,851	18,459	29.653	1,182	157,823 76
1906-7. ...	390,043 40	369,592 34	22,355	6,979	15,363	27,403	661	120,308 65
1907-8....	588,786 87	580,027 75	31,848	11,007	23,115	45,628	3,129	216,093 73

E.—Distribution of the Statutes of Canada; being 7 Edward VII, Third Session, Tenth Parliament, 1907, English and French, bound half sheep.

To whom sent.	Volumes 1 and 2.	
	English.	French.
His Excellency the Governor General	3	
Honourable Cabinet Ministers	32	8
" Senators	128	14
Members House of Commons	517	104
Total	680	126
Departments.		
Judges, clerk and offices, Supreme Court	9	1
" " Exchequer Court	2	1
Law clerk, Senate	1	
Law clerk and assistant, House of Commons	3	
Offices, Senate	6	2
" House of Commons	9	4
Library of Parliament	60	10
Departments	85	16
Department of Justice, for agents	75	
Clerk of the Crown in Chancery	1	1
Total	251	35

DISTRIBUTION of Statutes, 1907—*Continued.*

To whom sent.	VOLUME 1.		VOLUMES 1 AND 2.	
	English.	French.	English.	French.
Province of Ontario.				
Provincial Government			17	
Honourable Judges, High Court			22	
Registrars of Courts			4	
Officials, Osgoode Hall			19	
Judges, County Courts			48	
Junior Judges, County Courts			25	
Police Magistrates			139	
Sheriffs			43	
County Attorneys			2	
Clerks of the Peace			45	
Clerks, County Courts			45	
Registrars			62	
Libraries and Colleges			20	2
Law Associations			48	
Mayors of City Corporations			9	
City, Town and County Corporations			287	
Newspapers			419	3
Municipalities	500			
Total	500		1,276	5
Province of Quebec.				
Provincial Government			7	17
Honourable Judges, King's Bench			6	6
" " Superior Court			37	37
Judge and Clerk, Vice Admiralty Court			2	2
Judges' Chambers			6	6
Advocates' Libraries			14	14
Le Commissaire d'Extradition			1	1
Judges and Clerks, Sessions of the Peace			3	3
Recorders and Clerks			7	7
Stipendiary Magistrates			5	13
Sheriffs			4	18
Prothonotaries			7	15
Clerks of the Peace			4	4
Registrars			15	53
Universities and Colleges			12	16
Mayors of Cities			6	6
City, Town and County Corporations			19	68
Harbour Commissioners			2	
Judges and Clerks, Circuit Courts			19	55
Clerk, District Court			1	1
Clerk of the Crown, Montreal			1	1
Le Conseil d'Hygiene			1	1
Newspapers			43	59
Municipalities	190	645		
Total	190	645	218	413

DISTRIBUTION of Statutes, 1907—*Continued.*

To whom sent.	VOLUMES 1 AND 2.	
	English.	French.
Province of Nova Scotia.		
Provincial Government	16	
Judges, Supreme Court	7	
" County Court	7	
" Probate Court	20	
" and Registrar, Vice-Admiralty Court	2	
Prothonotaries	18	
Judges' Chambers	1	1
Sheriffs	18	
Clerks of County Courts	20	
City, Town and County Corporations	34	
Mayor of City	1	
Libraries and Colleges	7	
Harbour Commissioner	1	
Police Magistrate	2	
Stipendiary Magistrates	4	
Newspapers	55	
Total	213	1
Province of New Brunswick.		
Provincial Government	16	
Judges, Supreme Court	7	
" County Court	7	
" Inferior Court	10	
" and Registrar, Vice-Admiralty Court	2	
" Chambers	1	
Clerk, Supreme Court	1	
" County Court	10	
" Circuit Court	7	
Mayors of Cities	2	
Police Magistrates	6	
Stipendiary Magistrates	4	
Registrars	15	
Sheriffs	14	
City, Town and County Corporations	26	
Libraries and Colleges	5	
Newspapers	33	3
Total	165	4
Province of Prince Edward Island.		
Provincial Government	14	
Judges, Supreme Court	3	
" County Court	3	
Stipendiary Magistrates	6	
Prothonotaries	3	
Sheriffs	3	
Judges' Chambers	1	1
Registrar	1	
Clerks of County Courts	3	
Mayor of City	1	
City and Town Corporations	3	
Clerk of the Crown	1	
Law Society	2	
Newspapers	11	1
Total	55	2

DISTRIBUTION of Statutes, 1907—*Continued.*

To whom sent.	VOLUMES 1 AND 2.	
	English.	French.
Province of British Columbia.		
Provincial Government	12	
Judges, Supreme Court	7	
" County Court	12	
Clerks, County Court	13	
Judges' Chambers	1	1
Mayor of City	1	
Registrars	3	
City and County Corporations	3	
Police Magistrates	9	
Stipendiary Magistrates	24	
Sheriffs	6	
Libraries and Colleges	9	
Newspapers	44	
Total	134	1
Province of Manitoba.		
Provincial Government	14	1
Judges, King's Bench	3	1
" Court of Appeal	4	
" County Court	5	1
Clerks, County Court	15	
Police Magistrates	21	1
Sheriffs	5	
Registrars	4	
Prothonotary	1	
Judges' Library	1	1
Mayor and Clerk of City	2	
Libraries and Colleges	3	1
Newspapers	74	2
Total	149	8
Province of Alberta.		
Provincial Government	13	
Judges, Supreme Court	4	
Clerks, Supreme Court	4	
Sheriffs	4	
Registrars	2	
Libraries	4	
Newspapers	34	1
City Corporation	1	
Police Magistrates	2	
Total	68	1

DISTRIBUTION of Statutes, 1907—*Continued.*

To whom sent.	VOLUMES 1 AND 2.	
	English.	French.
Province of Saskatchewan.		
Provincial Government	13	
Judges, Supreme Court	4	1
Clerks, Supreme Court	4	
Sheriffs	3	
Registrars	3	
Libraries	3	
Newspapers	53	
City Corporation	1	
Police Magistrate	1	
Total	85	1
Yukon District.		
The Commissioner	1	
Judges	3	
Officer Commanding	1	
Sheriff	1	
Clerk of the Court	1	
Officials	21	
Newspapers	3	
Total	31	

SESSIONAL PAPER No. 32

DISTRIBUTION of Statutes, 1907—*Continued.*

LIST No. 2 bound in full calf.

To whom sent.	VOLUME 1.		VOLUME 2.		VOLUMES 1 AND 2.	
	English.	French.	English.	French.	English.	French.
His Excellency the Governor General					3	
Their Honours the Lieut.-Governors					8	2
The Colonial Secretary	1		1			
The Registrar-General	1	1	1	1		
Cabinet Ministers					32	3
Privy Councillors, not otherwise entitled					13	
Clerk, Privy Council					1	1
Officers, Privy Council (half calf)					5	
Deputy Ministers (half calf)					16	1
Judges and Registrars, Supreme Court					5	2
Library and Judges' Chambers, Supreme Court					2	2
Judge and Registrar, Exchequer Court					2	1
Keeper of Records, Dept. of Secretary of State					1	1
" " Agriculture					1	1
Librarians of Paliament					2	2
The Clerk, Senate					2	2
" House of Commons					2	2
The Speaker, Senate					2	2
" House of Commons					2	2
Deputy Clerk "					1	1
Law Clerk "					1	
Assistant Law Clerk "					1	
Law Clerk, Senate					1	
Clerk's Secretary, House of Commons					1	
Honourable Senators					63	19
Legislative Libraries					8	8
Religious bodies					38	12
British Government					20	
" Museum					2	
Canadian Agency, Paris					2	1
United States, Secretary of State					1	1
" Attorney General					1	1
" Library of Congress					1	1
Foreign Affairs					12	9
The Prefect of Propaganda						1
Canadian College, Rome						1
Colonial Governments					24	
Canadian Law Library, London					1	
British Library of Political Science, London					1	
Society of Comparative Legislation, London					1	
" " " Paris						1
British Legation, Washington					2	2
Foreign Consuls					6	3
Totals	2	1	2	1	286	87

DISTRIBUTION of Statutes, 1907—*Concluded.*

RECAPITULATION.

To whom sent.	VOLUME 1.		VOLUME 2.		VOLUMES 1 AND 2.	
	English.	French.	English.	French.	English.	French.
Bound in Half Sheep.						
Parliament of Canada					680	126
Departmental List					251	36
Province of Ontario	505				1,276	5
" Quebec	190	645			218	413
" Nova Scotia					213	1
" New Brunswick					165	4
" Prince Edward Island					55	2
" British Columbia					134	1
" Manitoba					149	8
" Alberta					68	1
" Saskatchewan					85	1
Yukon District					31	
Cash sales					848	4
Orders in Council					9	
" of Secretary of State					3	
	695	645			4,185	598
Copies bound in Calf.						
Per list No. 2	2	1	2	1	286	87
Cash sales					9	
Total distributed	697	646	2	1	4,480	689
In stock—Half sheep	3	4			763	197
Calf					55	13
Total ordered	700	650	2	1	5,298	899

F.—Distribution and Sales of Revised Statutes, 1886, &c.

Binding.	On hand July 1, 1907.		Cash Sales.		Orders of Secretary of State.		Orders in Council.		Total sent out.		On hand March 31, 1908.	
	English.	French.	English.	French.	English.	French.	English.	French.	English.	French.	English.	French.
Full sheep	616	107	....	....	.....	.....	.....	.....	.....	.....	616	107
Half calf	156	96	.....	.....	....	.....	1	.....	.....	.....	155	96
Full "	61	41	.....	.....	.....	.....	.....	.....	.....	.....	61	41
ACTS OF THE PROVINCES AND OF CANADA NOT REPEALED, 1887.												
Full sheep	422	107	.....	.....	.....	.....	.....	.....	.....	.....	422	107
Half calf	200	100	.....	.....	.....	.....	1	.....	.....	.....	199	100
Full "	101	58	.....	.....	.....	.....	.....	.....	.....	.....	101	58
CRIMINAL CODE, 1892.												
Half sheep	.....	787	.....	....	.....	.....	.....	787	.....	.....	.....	
CRIMINAL CODE, 1906.												
Half sheep	13,000	....	425	.....	13	....	1,600	.....	2,038	.....	11,962	

DISTRIBUTION of Revised Statutes of Canada, 1906. Bound in cloth. List No. 1.

To whom sent.	English.	French.
His Excellency the Governor General	2	
Cabinet Ministers	15	3
Honourable Senators	151	21
Members House of Commons	401	50
Total	569	74
Departments.		
Deputy Ministers	18	
Judges and Clerk, Supreme Court	7	2
Library "	6	1
Judges Library "	2	
" Chambers "	3	
Judge and Registrar, Exchequer Court	2	1
Speaker, Senate	1	
" House of Commons	1	
Clerk, Senate	1	
" House of Commons	1	
Law Clerk "	1	
Assistant Law Clerk, House of Commons	1	
Law Clerk, Senate	1	
Librarians of Parliament	2	2
Commissioners for Revision (5 each)	39	1
Offices, Senate	4	2
" House of Commons	6	3
Clerk, Privy Council	1	1
Keeper of Records, Department of Secretary of State	1	1
The Archivist " Agriculture	1	1
Library of Parliament	95	10
Department of Justice for agents	75	
Commissioner, Dominion Police	6	
Royal N.W.M. Police	20	
Clerk of the Crown in Chancery	1	1
Railway Commission	2	
Total	298	26

DISTRIBUTION of Revised Statutes, 1906—*Continued.*

To whom sent.	English.	French.
Province of Ontario.		
Provincial Government	15	
Honourable Judges	17	
Registrars of Courts	4	
Judges, County Courts	48	
Junior Judges, County Courts	24	
Judge and Registrar, Admiralty Courts	2	
County Attorney, not otherwise entitled	3	
Stipendiary Magistrates	149	
Sheriffs	45	
Officials, Osgoode Hall	18	
Clerks of the Peace	44	
Law Associations	26	
Clerks of County Courts	47	
City, Town and County Corporations	287	
Libraries and Colleges	19	2
Totals	748	2
Province of Quebec.		
Provincial Government	5	17
Honourable Judges, King's Bench	6	6
" Superior Court	37	37
Judge and Registrar, Admiralty Court	2	2
Judges, Circuit Court	4	4
Advocates Libraries	15	15
Judges and Clerks, Session of the Peace	4	4
Stipendiary Magistrates	4	17
Recorders	7	7
Sheriffs	4	13
Prothonotaries	8	14
Clerks of the Peace	4	4
Universities and Colleges	4	4
City, Town and County Corporations	19	76
Board of Harbour Commissioners	2	2
Le Conseil d'Hygiene	1	1
Clerks of Circuit Courts	15	52
" District "	1	1
" the Crown	1	2
Judges' Chambers	7	7
Totals	140	290
Province of Nova Scotia.		
Provincial Government	13	
Judges, Supreme Court	7	
" County "	8	
" Probate "	20	
" and Registrar, Admiralty Court	2	
Judges' Chambers	1	
Sheriffs	18	
Prothonotaries	18	
Clerks of County Courts	20	
City, Town and County Corporations	35	
Universities and Libraries	3	
Harbour Commissioner	1	
Police Magistrates	4	
Stipendiary Magistrates	25	
Totals	175	

DISTRIBUTION of Revised Statutes, 1906—*Continued.*

To whom sent.	English.	French.
Province of New Brunswick.		
Provincial Government	12	
Judges, Supreme Court	6	
Clerks, "	2	
Judge and Registrar, Admiralty Court	2	
Judges, County Courts	7	
City, Town and County Corporations	25	
Sheriffs	15	
Clerks of County Courts, if not otherwise entitled	11	
" Circuit " "	8	
Stipendiary Magistrates	6	
Police Magistrates	8	
Universities and Libraries	5	
Clerks of the Peace	4	
Total	111	
Prince Edward Island.		
Provincial Government	10	
Judges, Supreme Court	3	
" County "	3	
Stipendiary Magistrates	6	
Prothonotaries	3	
Sheriffs	3	
Clerks, County Courts	3	
Libraries	2	
City, Town and County Corporations	4	
Clerk of the Crown	1	
Judges' Chambers	1	
Total	39	
British Columbia.		
Provincial Government	10	
Judges, Supreme Court	6	
" County "	11	
Junior Judges, County Court	1	
Clerks, Supreme Court	4	
" County Courts	14	
City and Town Corporations	3	
Stipendiary Magistrates	27	
Police Magistrates	12	
Libraries	8	
Sheriffs	6	
Clerk of the Peace	1	
Total	103	
Manitoba.		
Provincial Government	12	
Judges, King's Bench	3	1
" Court of Appeal	3	
" County Courts	7	1
Sheriffs	5	
Police Magistrates	21	
Clerks of County Courts	15	
Prothonotary	1	
City Corporation	1	
Libraries	4	
Registrar, Court of Appeal	1	
Totals	73	2

DISTRIBUTION of Revised Statutes, 1906—*Continued.*

To whom sent.	English.	French.
Province of Alberta.		
Provincial Government	8	
Judges, Supreme Court	4	
Clerks "	4	
Judges, District Court	2	
Sheriffs	4	
Police Magistrates	3	
Libraries	7	
Total	32	
Province of Saskatchewan.		
Provincial Government	10	
Judges, Supreme Court	7	1
Clerks "	6	
Sheriffs	4	
Libraries	6	
The Registrar	1	
Total	34	1
Yukon District.		
Government	24	
Judges, Supreme Court	3	
Clerks "	2	
The Sheriff	1	
Police Magistrate	1	
Total	31	
Miscellaneous.		
British Museum	1	
High Commissioner for Canada	2	1
Canadian Agency, Paris	1	1
Canadian Law Library, London	1	
United States, Secretary of State	1	
" Attorney General	1	
" Library of Congress	1	
British Legation at Washington	2	2
Prefect Propaganda, Rome	.....	1
Canadian College	.....	1
Foreign Consuls	6	3
Privy Councillors (not otherwise entitled)	8	
Colonial Secretary, England	1	
Inns of Court Libraries	4	
Library of the Law Society	1	
Clerk of Imperial Privy Council	1	
Libraries of Universities of Oxford and Cambridge	2	
Totals	33	9

DISTRIBUTION of Revised Statutes, 1906—*Concluded.*

To whom sent.	English.	French.
Bound in Calf—List No. 2.		
His Excellency the Governor General	1	
Honourable Cabinet Ministers	14	
" Senators	70	
Members, House of Commons (half calf)	159	47
Judges and Registrar, Supreme Court	7	
" Exchequer Court	2	
The Speaker, Senate	1	
" House of Commons	1	
The Clerk, Senate	1	
" House of Commons	1	
Law Clerk, Senate	1	
" House of Commons	1	
Commissioners for Revision	8	
Clerk Privy Council	1	
Total	268	47

RECAPITULATION.

Bound in Cloth.		
Parliament of Canada	569	74
Departmental List	298	26
Province of Ontario	748	2
" Quebec	140	290
" Nova Scotia	175	
" New Brunswick	111	
" Prince Edward Island	39	
" British Columbia	103	
" Manitoba	73	2
" Alberta	32	
" Saskatchewan	34	1
Yukon District	31	
Sales	2,080	129
Order in Council	23	3
Orders of Secretary of State	36	7
Lost through the mail	20	5
	4,512	539
Bound in Calf.		
List No. 2	268	47
Orders in Council	2	
Orders of Secretary of State	4	
Cash sales	10	
	4,796	586
In stock—Cloth	1,488	861
" Calf	216	53
Total ordered	6,500	1,500

G.—Distribution of Yearly Statutes of Canada.

Title.		On hand April 1, 1907.		Sent out.		On hand March 31, 1908.	
		English.	French.	English.	French.	English.	French.
Actes et ordonnances, Bas-Canada,	1845		22				22
Tables " "	1845		22				22
Edits " " (3 vols.)	1854		297		97		200
Index to Statutes, Upper Canada,	1856	50				50	
" Lower "	1856	50				50	
Table of Statutes " "	1856		50				50
Revised Statutes, Upper "	1843	24				24	
" Lower "	1845	24	20			24	20
Consolidated Statutes of Canada,	1859		35				35
" " Upper Canada,	1859	17				17	
" " Lower "	1859	199				199	
Statutes, Province of Canada,	1851	59	50			59	50
" " 1st pt.,	1852-53	6	49			6	49
" " 2nd pt.,	1852-53		47				47
" " 1st pt.,	1854-55	96	49			96	49
" " 2nd pt.,	1854-55	96	48			96	48
" "	1856	95	48			95	48
" "	1857	96	49			96	49
" "	1858	94	48			94	48
" "	1859	96	48			96	48
" "	1860	96	49	1		95	49
" "	1861	95	49			95	49
" "	1862	91	49	1		90	49
" " 1st pt.,	1863	95	49	1		94	49
" " 2nd pt.,	1863	94	49			94	49
" "	1864	94	49			94	49
" " 1st pt.,	1865	95	49			95	49
" " 2nd pt.,	1865	95	49			95	49
" "	1866	94	49			94	49
" Dominion of Canada,	1867	200	100	5		195	100
" "	1868	200	100	5		195	100
" "	1869	200		7		193	
" "	1870	200	97	5		195	97
" "	1871	200	100	5		195	100
" " calf,	1871	15	12			15	12
" "	1872	200	100	5		195	100
" "	1873	200	100	5		195	100
" "	1874	200	100	5		195	100
" " Vols. 1 & 2,	1875	200	100	5		195	100
" " (calf) "	1875		16				16
" " "	1876	200	100	5		195	100
" " "	1877	200	100	5		195	100
" " "	1878	61	100	5		56	100
" " "	1879	194	100	5		189	100
" " "	1880	200	100	5		195	100
" " "	1881	200	100	5		195	100
" " Vol. 2,	1882	200				200	
" " Vols. 1 & 2,	1882		100				100
" " "	1883		100				100
" " Vol. 2,	1883	200				200	
" " Vols. 1 & 2,	1884	200	100	5		195	100
" " (calf) "	1884	16	11			16	11
" " Vols. 1 & 2,	1885	200	100	5		195	100
" " (calf) "	1885	43	5			43	5
" " "	1886	22	100	5		17	100
" " (calf) "	1886	29	3			29	3
" " Vols. 1 & 2,	1887		140		3		137
" " Vol 2.	1887	50				50	
" " Vols. 1 & 2,	1888	189	200	3	3	186	197
" " "	1889	45	145	15	8	30	137
" " "	1890	197	122	7	4	190	118
" " "	1891	192	143	7	1	185	142
" " (calf) "	1891	12	12			12	12
" " "	1892	205	134	8	2	197	132
" " "	1893	192	11	7		187	11
" " "	1894		16				16

DISTRIBUTION of Yearly Statutes of Canada.—*Concluded.*

Title.	On hand, April 1, 1907.		Sent out.		On hand, March 31, 1908.	
	English.	French.	English.	French.	English.	French.
Statutes, Dominion of Canada, Vols. 1 & 2, 1895	57	44	3	1	54	43
1st Session " " 1896	190	9	7	9	183	.....
2nd Session " " *1896	.....	.....	.....	.....	.....	.....
" " " 1897	40	79	40	7	.....	72
" " " 1898	22	60	4	7	18	53
" " " 1899	65	110	8	2	57	108
" " " 1900	131	111	11	2	120	109
" " " 1900 (calf)	29	14	.....	.....	29	14
" " " 1901	140	121	14	2	127	119
" " " 1901 (calf)	33	14	.....	.....	33	14
" " " 1902	219	130	14	3	214	127
" " " 1902 (calf)	47	16	.....	.....	47	16
" " " 1903	230	146	15	2	215	144
" " " 1903 (calf)	41	10	.....	.....	41	10
" " " 1904	240	146	19	2	221	144
" " " 1904 (calf)	53	7	.....	.....	53	7
" " " 1905	275	171	19	4	256	167
" " " 1905 (calf)	48	13	1	2	47	11
" " " 1906	306	162	52	6	254	156
" " " 1906 (calf)	62	13	10	1	52	12

* Bound with 1897.

H.—Sales of Departmental Reports.

Title.	On hand April 1, 1907.		Sales.		On hand March 31, 1908.	
	English.	French.	English.	French.	English.	French.
Agriculture—						
Mortuary Statistics, 1886	14				14	
" 1890	9				9	
" 1891	14				14	
" 1892	14				14	
" 1893	17				17	
" 1894	25				25	
" 1898	25				25	
Criminal Statistics, 1885	13				13	
" 1889	25				25	
" 1890	20				20	
" 1891	20				20	
" 1892	24				24	
" 1893	14				14	
" 1894	24				24	
" 1895	14				14	
" 1896	25				25	
" 1897	25				25	
" 1898	25				25	
" 1899	25				25	
" 1900	25				25	
" 1901	25				25	
Report of Minister, 1886	6	15			6	15
" 1888	47		22		25	
" 1889	35	24	10	9	25	15
" 1890		9				9
" 1891	15	10			15	10
" 1892	14	15			14	15
" 1893	13	10			13	10
" 1894	13	15			13	15
" 1895	13	15			13	15
" 1896		15				15
" 1897	2	15			2	15
" 1898	18	15			18	15
" 1899	21	15			21	15
" 1900	20	15			20	15
" 1901	22	15			22	15
" 1902	21	15			21	15
" 1903	20	15	1		19	15
" 1904	23	15	2		21	15
" 1905	25	15	4		21	15
" 1906	25	15	2		23	15
" 1907		15				15
Archives, 1886	5	15			5	15
" 1887	5				5	
" 1888	39		14		25	
" 1889	14	19			14	19
" 1890	12	24			12	24
" 1891	13	5			13	5
" 1892	12	15			12	15
" 1893	5	15			5	15
" 1894	12	15			12	15
" 1895	9	25			9	25
" 1896	17	15			17	15
" 1897	17	15			17	15
" 1898	14	15			14	15
" 1899 and supplements	16	15			16	15
" 1900	19	15			19	15
" 1901		15				15
" 1902	19	15			19	15
" 1903	22	15			22	15
" 1904	18				18	
" 1905	25		13		12	
" 1906	50		27		23	

SALES OF DEPARTMENTAL REPORTS—*Continued.*

Title.	On hand April 1st, 1907.		Sales.		On hand March 31, 1908.	
	English.	French.	English.	French.	English.	French.
Agriculture—*Continued.*						
Experimental Farms, 1889	42	25	17		25	25
" 1890	3	10			3	10
" 1891	39	15	14		25	15
" 1892	19	15			19	15
" 1893	17	15			17	15
" 1894	25	15			25	15
" 1895	20	5			20	5
" 1896	22	13			22	13
" 1897	24	15			24	15
" 1898	23	15			23	15
" 1899	48	15	23		25	15
" 1900	21	14			21	14
" 1901	22	15			22	15
" 1902	20	14			20	14
" 1903	14	10			14	10
" 1904	14	10			14	10
" 1905	24	15	1		23	15
" 1906	25	15			25	15
" 1907	25	15	2		23	15
Butter and cheese	9	15	9	15		
Poultry and Eggs	134	9	134	9		
Dairy Commissioner, 1891		2				2
" 1892	23	15			23	15
" 1893	15	15			15	15
" 1897	20	10			20	10
Statistical Abstract, 1886	4	12			4	12
" 1889	3	10			3	10
" 1894		18				18
" 1895	15	15			15	15
" 1896	36	48	12	25	24	23
" 1898	45	23			45	23
" 1901	23	47			23	47
" 1902		20				20
" 1904	2	9	2			9
" 1905	25		7		18	
" 1906	50		31		19	
Census of Canada, Vol. 2, 1891	4				4	
" 3, 1891	48				48	
" 4, 1891	56				56	
" 1, 1901	14		5		9	
" 2, 1901	85				85	
" 3, 1901	89				89	
" 4, 1901	93				93	
Auditor General's Report, 1887	13				13	
" 1888		8				8
" 1889	48	35	23	20	25	15
" 1890	48	25	23		25	25
" 1891	46	15	21		25	15
" 1892	30	25			30	25
" 1893	20	25			20	25
" 1894		6				6
" 1895		20				20
" 1896	43	11	18		25	11
" 1897	59	14	34		25	14
" 1898	36	15			36	15
" 1899	7	15			7	15
" 1900	8	24			8	24
" 1901		22				22
" 1902	21	23	5		16	23
" 1903		24				24
" 1904		12				12
" 1905	18	15			18	15
" 1906	125	15	93		32	15
" 1907	125	15	103		122	15

SALES OF DEPARTMENTAL REPORTS—*Continued.*

Title.	On hand April 1, 1907.		Sales.		On hand March 31, 1908.	
	English.	French.	English.	French.	English.	French.
Customs—						
Trade and Navigation, 1888	93	49	68	24	25	25
" 1889	.....	47	.....	22	.....	25
" 1890	19	23	.....	.....	19	23
" 1891	.....	9	.....	.....	.....	9
" 1892	67	24	42	.....	25	24
" 1893	71	24	46	.....	25	24
" 1894	121	24	96	.....	25	24
" 1895	115	25	90	.....	25	25
" 1896	117	25	92	.....	25	25
" 1897	66	25	41	.....	25	25
" 1898	72	25	47	.....	25	25
" 1899	69	24	44	.....	25	24
" 1900	32	25	.....	.....	32	25
" 1901	69	24	43	.....	25	24
" 1902	4	25	1	.....	3	25
" 1903	30	15	3	.....	27	15
" 1904	18	14	4	.....	14	14
" 1905	15	15	5	.....	10	15
" 1906	18	15	18	.....	.....	15
" 1907	100	15	78	.....	22	15
Finance—						
Public Accounts, 1887	8	.....	.....	.....	8	.....
" 1888	98	25	73	.....	25	25
" 1889	68	48	43	.....	25	48
" 1890	97	25	72	.....	25	25
" 1891	94	25	69	.....	25	25
" 1892	93	25	68	.....	25	25
" 1893	84	25	59	.....	25	25
" 1894	82	25	57	.....	25	25
" 1895	73	14	48	.....	25	14
" 1896	85	15	60	.....	25	15
" 1897	86	15	61	.....	25	15
" 1898	89	15	64	.....	25	15
" 1899	89	14	64	.....	89	14
" 1900	78	15	53	.....	25	15
" 1901	96	15	71	.....	25	15
" 1902	45	15	20	.....	25	15
" 1903	42	14	1	.....	41	14
" 1904	36	14	1	.....	35	14
" 1905	25	15	8	.....	17	15
" 1906	21	15	1	.....	20	15
" 1907	25	15	8	.....	17	15
Loan Companies and Building Societies, 1887	9	.....	.....	.....	9	.....
" " 1892	9	.....	.....	.....	9	.....
" " 1894	5	.....	.....	.....	5	.....
" " 1897	48	.....	23	.....	25	.....
" " 1898	8	.....	.....	.....	8	.....
" " 1900	41	.....	16	.....	25	.....
Insurance Report, 1889	48	.....	23	.....	25	.....
" 1890	6	9	.....	.....	6	9
" 1891	4	6	.....	.....	4	6
" 1892	23	25	.....	.....	23	25
" 1893	16	8	.....	.....	16	8
" 1894	28	9	.....	.....	28	9
" 1895	16	13	.....	.....	16	13
" 1896	16	15	.....	.....	16	15
" 1897	22	25	.....	.....	22	25
" 1898	19	25	.....	.....	19	25
" 1899	15	14	.....	.....	15	14
" 1900	19	18	.....	.....	19	18
" 1901	18	15	4	.....	14	15
" 1902	12	10	3	.....	9	10
" 1903	2	15	2	.....	.....	15
" 1904	6	14	4	.....	2	14

SALES OF DEPARTMENTAL REPORTS—*Continued.*

Title.	On hand April 1, 1907.		Sales.		On hand March 31, 1908.	
	English.	French.	English.	French.	English.	French.
Finance—*Concluded.*						
Insurance Report, 1905	18	10			18	10
" 1906	50	15	14		36	15
List of Shareholders of Banks 1887	11				11	
" 1888	25				25	
" 1889	25				25	
" 1890	6				6	
" 1891	6				6	
" 1892	10				10	
" 1893	10				10	
" 1894	40		15		25	
" 1895	34		11		23	
" 1896	34		11		23	
" 1897	47		22		35	
" 1898	96		71		25	
" 1899	132		107		25	
" 1900	89		64		25	
" 1901	77		52		25	
" 1902	32		7		25	
" 1903	14				14	
" 1904	19				19	
" 1905	10				10	
" 1906	50		30		20	
" 1907	50		30		20	
Unclaimed Balances, 1891	25				25	
" 1893	40		15		25	
" 1894	54		29		25	
" 1895	38		13		25	
" 1896	37		12		25	
" 1897	35		10		25	
" 1898	87		62		25	
" 1899	85		60		25	
" 1900	87		62		25	
" 1901	88		63		25	
" 1902	74		49		25	
" 1903	23				23	
" 1904	8				8	
" 1905	16				16	
" 1906	50		30		20	
" 1907	50		30		20	
Geological Survey—						
Summary Report, 1890		10				10
" 1891	13				13	
" 1892	13	10			13	10
" 1894	9	10			9	10
" 1895	8	15			8	15
" 1896	12	15			12	15
" 1897	20	15			20	15
" 1898	34	15			34	15
" 1899	17	15			17	15
" 1900	19	15			19	15
" 1901	15	10			15	10
" 1902	11	10			11	10
" 1903	14	10			14	10
" 1905	25	10	2		23	10
" 1906	25		4		21	
" 1907	25		3		22	
High Commissioner, 1888	50		25		25	
" 1889	50	24	25	14	25	10
" 1890	9	10			9	10
" 1891	9	5			9	5
Indian Affairs—						
Report of Superintendent, 1887	12				12	
" 1888	100	12	75		25	12
" 1889	96	49	71	24	25	25

SALES OF DEPARTMENTAL REPORTS—*Continued.*

Title.		On hand April 1, 1907.		Sales.		On hand March 31, 1908.	
		English.	French.	English.	French.	English.	French.
Indian Affairs—*Concluded.*							
Report of Superintendent,	1890	49	25	24		25	25
"	1891	9	10			9	10
"	1892	22	9			22	9
"	1893	37	15	12		25	15
"	1894	47	15	22		25	15
"	1895	47	25	22		25	25
"	1896	48	25	23		25	25
"	1897	47	25	22		25	25
"	1898	49	25	24		25	25
"	1899	43	25	18		25	25
"	1900	5	15			5	15
"	1901	21	15			21	15
"	1902	48	15	23		25	15
"	1903	21	15			21	15
"	1904	20	15			20	15
"	1905	23	15			23	15
"	1906	25	15	1		24	15
"	1907	25	15	1		24	15
Inland Revenue—							
Report of Minister	1887	19				19	
"	1888	49	19	24		25	19
"	1889	48	23	23		25	23
"	1890	49	25	24		25	25
"	1891	20	10	1		19	10
"	1892	24	14			24	14
"	1893	93	8	68		25	8
"	1894	46	15	21		25	15
"	1895	21	15			21	15
"	1896	22	15			22	15
"	1897	5	9			5	9
"	1898	22	14			22	14
"	1899	21	15			21	15
"	1900		14				14
"	1901	20	15			20	15
"	1902	25	15			25	15
"	1903	25	15	3		22	15
"	1904	13	10	1		12	10
"	1905	9		1		8	
"	1906	15	10			15	10
"	1907	25	15	5		20	15
Adulteration of Food	1888	48		28		20	
"	1889	49	5	29		20	5
"	1890	10	5			10	5
"	1891	12	5			12	5
"	1892	22	14	2		20	14
"	1893	47	14	27		20	14
"	1894	46	15	26		20	15
"	1895	4	15			4	15
"	1896	46	25	26		20	25
"	1897	48	25	28		20	25
"	1898	25	15	5		20	15
"	1899	23	14	3		20	14
"	1900	14	14			14	14
"	1901	6	15			6	15
"	1902	22	10	2		20	10
"	1903	20	10			20	10
"	1904	15	10			15	10
"	1905	24	10	4		20	10
"	1906	25	10	5		20	10
"	1907	25	10			25	10
Inspection of Weights, Measures and Gas	1889	50	25	25	10	25	15
" "	1890	9	5			9	5
" "	1891	15	5			15	5

SALES OF DEPARTMENTAL REPORTS—*Continued.*

Title.		On hand April 1, 1907.		Sales.		On hand March 31, 1908.	
		English.	French.	English.	French.	English.	French.
Inspection of Weights, Measures and Gas	1892	25	14			25	14
" "	1893	24	15			24	15
" "	1894	24	14			24	14
" "	1895	24	14			24	14
" "	1896	25	15			25	15
" "	1897		10				10
" "	1898	24	14			24	14
" "	1899	22	10			22	10
" "	1900	15	14			15	14
" "	1901	22	15			22	15
" "	1902	23	10			23	10
" "	1903	23	10			23	10
" "	1904	24	10			24	10
" "	1905	24	10			24	10
" "	1906	24	10			24	10
Interior—							
Report of Minister	1887	10				10	
"	1888	47		22		25	
"	1889	96	22	71		25	22
"	1890	8	4			8	4
"	1891	18	5			18	5
"	1892	83	8	58		25	8
"	1895	20	15			20	15
"	1894	20	10			20	10
"	1895	43	15	20		23	15
"	1896	43	15	20		23	15
"	1897	47	15	22		25	15
"	1898	46	15	21		25	15
"	1899	48	15	23		25	15
"	1900	22	15			22	15
"	1901	46	15	21		25	15
"	1902	45	15	20		25	15
"	1903	36	15	11		25	15
"	1904	21	15	1		20	15
"	1905	9	15	2		7	15
"	1906	25	15	5		20	15
"	1907	25	15	2		23	15
Surveyor General's Report,	1905	2		2			
" "	1906	25	10	6		19	10
Justice—							
Report of Minister	1887	20				20	
"	1888	24	24			24	24
"	1889	24	9			24	9
"	1890	24	10			24	10
"	1891	14				14	
"	1892	14	10			14	10
"	1893	13	10			13	10
"	1894	8	10			8	10
"	1895		7				7
"	1896	7	10			7	10
"	1897	19	15			19	15
"	1898	20	15			20	15
"	1899	20	14			20	14
"	1900	23	15			23	15
"	1901	23	15			23	15
"	1902	25	15			25	15
"	1903	12	15	1		11	15
"	1904	25	15	1		24	15
"	1905	25	15	1		24	15
"	1906	25	15	2		23	15
"	1907	25	15	2		23	15
Marine—							
Report of Minister	1887	9				9	
"	1888	45		5		40	

SALES OF DEPARTMENTAL REPORTS—*Continued.*

Title.		On hand April 1, 1907.		Sales.		On hand March 31, 1908.	
		English.	French.	English.	French.	English.	French.
Marine—*Concluded.*							
Report of Minister	1889	45	24	5		40	24
"	1890	2				2	
"	1891	27	5			27	5
"	1892	93	10	53		40	10
"	1893	12	15			12	15
"	1894	20	10			20	10
"	1895	21	15			21	15
"	1896	16	15			16	15
"	1897	4	15			4	15
"	1898		15				15
"	1899	14	12			14	12
"	1900	13	8			13	8
"	1901	10	15			10	15
"	1902	10	15	1		9	15
"	1903	36		1		36	
"	1904	15	10			15	10
"	1905	10	10			10	10
"	1906	23	15	7		16	15
"	1907	25		1		24	
Fisheries—							
Report of Minister	1888	47		7		40	
"	1889	3	9	1		2	9
"	1890	4	9			4	9
"	1891	20	5			20	5
"	1892	90	10	50		40	10
"	1893		15				15
"	1894	41	10	1		40	10
"	1895	24	15			24	15
"	1896	33	15	1		32	15
"	1897	37	23	12		25	23
"	1898	42	15	17		25	15
"	1899	37	15	12		25	15
"	1900	12	13			12	13
"	1901	8	15			8	15
"	1902	36	15			36	15
"	1903	29		1		28	
"	1904	38	10			38	10
"	1905	13	10			13	10
"	1906	18	15	9		9	15
"	1907	50	15	33		17	15
Fishery Protection Service,	1887	12				12	
"	1888	50		25		25	
"	1889	50		25		25	
Fishery Statement,	1889	3				3	
"	1890	8				8	
"	1891	14				14	
"	1892	21	15		15	21	
Fishery Industry, Ontario,	1892	16				16	
" British Columbia,	1902	7				7	
Herring Fishery Industry		24	23			24	23
Lobster Industry		24	9			24	9
Discoloration in Canned Lobsters			15				15
Steamboat Inspection Report,	1889	49		24		25	
" "	1890	4				4	
" "	1891	26				26	
" "	1892	15	10			15	10
" "	1893	23	15			23	15
" "	1894	24	15			24	15
" "	1895	24	15			24	15
" "	1896	24	15			24	15
" "	1897	25	15			25	15
" "	1898	25	15			25	15
" "	1899	25	15			25	15
" "	1900	25	15			25	15

SALES OF DEPARTMENTAL REPORTS—*Continued.*

Title.	On hand April 1, 1907.		Sales.		On hand March 31, 1908.	
	English.	French.	English.	French.	English.	French.
Fisheries—*Concluded.*						
Steamboat Inspection Report...1901	25	15			25	15
" " 1902	25	15			25	25
List of Shipping, 1892	47		22		25	
" 1895	68		43		25	
" 1898	6				6	
" 1901	10				10	
" 1902	32		7		25	
" 1903	39		14		25	
" 1904	16				16	
" 1905	15		7		8	
" 1906	25		2		23	
Militia and Defence—						
Report of the Minister, 1888	40		20		20	
" 1889	66	25	46		20	25
" 1890		5				5
" 1891		5				5
" 1892	5	25		15	5	10
" 1893	9	15			9	15
" 1894	12	15			12	15
" 1895	44	15	19		25	15
" 1896	36	25	11	15	25	10
" 1897	11	15			11	15
" 1898	8	15			8	15
" 1899	47	14	22		25	14
" 1900	19	15			19	15
" 1901	22	15			22	15
" 1902	21	15			21	15
" 1903	15	15			15	15
" 1904	21	15			21	15
" 1905	13	10			13	10
" 1906	25	10	8		17	10
" 1907	25	15	1		24	15
Mines Department, 1907	50	10	30		20	10
Northwest Mounted Police, 1888	48	25	23	15	25	10
" 1889	49		24		25	
" 1890	9	5			9	5
" 1891	9	5			9	5
" 1892	13	10	5		8	10
" 1893	15	15			15	15
" 1894	23	15	11		12	15
" 1895	12	15			12	15
" 1896	12	15			12	15
" 1897	3	15			3	15
" 1898	21	15	5		16	15
" 1899	16	15	5		11	15
" 1900	19	15			19	15
" 1901	25	15			25	15
" 1902	22	15	5		17	15
" 1903	17	15	6		11	15
" 1904	19	10	6		13	10
" 1905	15	10			15	10
" 1906	25	10	11		14	10
" 1907	25	10	12		13	10
Post Office—						
Postal Guide, 1907	494		494			
Report of the Minister, 1888	23	20		10	23	10
" 1889	20	19			20	19
" 1890	16	20			16	20
" 1891	40	10	15		25	10
" 1892	10	14			10	14
" 1893	33	13	8		25	13
" 1894	12	14			12	14
" 1895	8	14			8	14
" 1896	13	14			13	14

SALES OF DEPARTMENTAL REPORTS—*Continued.*

Title.	On hand April 1, 1907.		Sales.		On hand March 31, 1908.	
	English.	French.	English.	French.	English.	French.
Post Office—*Concluded.*						
Report of the Minister, 1897	2	15			2	15
" 1898	6	25			6	25
" 1899	7	14			7	14
" 1900	38	14	13		25	14
" 1901	37	15	12		25	15
" 1902	21	15			21	15
" 1903	31	12	6		25	12
" 1904		15				15
" 1905		15				15
" 1906	14	15	14			15
" 1907	50	15	15		35	15
Public Printing and Stationery—						
Report of the King's Printer, 1888	25	25			25	25
" 1889	12	25			12	25
" 1890	24	25			24	25
" 1891	25	25			25	25
" 1892	49	25			49	25
" 1893	50	25			50	25
" 1894	50	25			50	25
" 1895	49	25			49	25
" 1896	50	25			50	25
" 1897	50	25			50	25
" 1898	50	25			50	25
" 1899		25				25
" 1900	25	25			25	25
" 1901	25	25			25	25
" 1902	25	25			25	25
" 1903	25	25			25	25
" 1904	25	15			25	15
" 1905	25	15			25	15
" 1906	25	15			25	15
Hansard, Senate, 1891	14	15			14	15
" 1892	9				9	
" 1893	17				17	
" 1894	10				10	
" 1895	13				13	
" 1896—1st session	17		1		16	
" 1896—2nd "	14				14	
" 1897	7				7	
" 1898	15				15	
" 1899	20				20	
" 1900	21		2		19	
" 1901	8		2		6	
" 1902	20		2		18	
" 1903	21		2		19	
" 1904	18				18	
" 1905	17				17	
" 1906	6				6	
" 1907	25		8		17	
Hansard, House of Commons, 1871	224		2		222	
" " 1872	97		2		95	
" " 1875	287	195	1		286	195
" " 1876	74		1		73	
" " 1877	180	50	1		179	50
" " 1878	207	57	1		206	57
" " 1880	104	43	1		103	43
" " 1881	114	25	1		113	25
" " 1882	22	33	1		21	33
" " 1883	56	39	1		55	39
" " 1884	69	39	1		68	39
" " 1885	86	35	1		85	35
" " 1886	64	31	1		63	1
" " 1887	5	26	2		3	6
" " 1888	28	39	1		27	9

SALES OF DEPARTMENTAL REPORTS—*Continued.*

Title.	On hand April 1, 1907.		Sales.		On hand March 31, 1908.	
	English.	French.	English.	French.	English.	French.
Public Printing and Stationery—*Concluded.*						
Hansard, House of Commons, 1889	70	54	2		68	54
" " " 1890	108	54	3		105	54
" " " 1891	65	48	1		64	48
" " " 1892	60	49	1		59	49
" " " 1893	60	49	1		59	49
" " " 1894	54	49	3		51	49
" " " 1895	46	49	2		44	49
" " " 1896—1st session	32	19	4		28	19
" " " 1897	52	23	3		49	23
" " " 1898	46	18	3		43	18
" " " 1899	46	22	5		41	22
" " " 1900	50	23	2		48	23
" " " 1901	39	21	2		37	21
" " " 1902	30	21	3		27	21
" " " 1903	72	22	16		56	22
" " " 1904	30	45	14		16	45
" " " 1905	16	12	15	2		10
" " " 1906	58	22	14	1	44	21
" " " 1907	48	23	18		30	23
Social Economy	25	3		3	25	
Royal Commission on Civil Service, 1892	129	47	29	22	100	25
Labour Commission Report	166	100			166	100
" Evidence	166	100			166	100
Liquor Commission	21				21	
Dominion and Provincial Legislation, 1867-1895	28				28	
" " " 1896-1898	88				88	
" " " 1899-1900	100				100	
Lower Canada Report, Seigniorial Question, 3 vols., 1856		99				99
Civil Code, Lower Canada, 3 vols	25				25	
" " 1866	249		49		200	
Analytical Index to Civil Code, 1867	250		50		200	
Code of Civil Procedure, Lower Canada, 1867	249		249			
Election Returns, 1896	36		11		25	
" 1900	79		54		25	
Remedial Bill, Debate on—Part 1	123		23		100	
" " " 2	170		70		100	
Royal Insurance Commission	500		175		325	
Public Works—						
Report of the Minister, 1888	40	25	15		25	25
" 1889	40	24	15		25	24
" 1890	22	50		25	22	25
" 1891 1st part	8	5			8	5
" 1891 2nd "		5				5
" 1892	3	15			3	15
" 1893	7	10			7	10
" 1894	9	10			9	10
" 1895		15				15
" 1896	18	25			18	25
" 1897	20	20			20	20
" 1898	23	15			23	15
" 1899	22	14			22	14
" 1900	20	14			20	14
" 1901	24	15			24	15
" 1902	17	13	6		11	13
" 1903	41	15			41	15
" 1904	21	10			21	10
" 1905	22	10			22	10
" 1906	25	10	13		12	10
" 1907	25	10				
Railways and Canals—						
Report of the Minister, 1888	95	50	70	25	25	25
" 1889	92	49	67	24	25	25
" 1890	39	25	14		25	25

SALES OF DEPARTMENTAL REPORTS—*Continued.*

Title.	On hand April 1, 1907.		Sales.		On hand March 31, 1908.	
	English.	French.	English.	French.	English.	French.
Railways and Canals—*Concluded.*						
Report of the Minister, 1891	7	10			7	10
" 1892	5	10			5	10
" 1893		25				25
" 1894	30	15			30	15
" 1895	17	25			17	25
" 1896	16	25			16	25
" 1897	9	24			9	24
" 1898	2	25			2	25
" 1899	33	25	1		32	25
" 1900	15	25			15	25
" 1901		25				25
" 1902	12	15	1		11	15
" 1903	27	15	1		26	15
" 1904	24	15	2		22	15
" 1905	5	15			5	15
" 1906	20	15			20	15
" 1907	25		9		16	15
Railway Statistics, 1888	72		47		25	
" 1889	99		74		25	
" 1890	6				6	
" 1891	5	5			5	5
" 1892	15	15			15	15
" 1905	9	15	7		2	15
" 1906	20				20	
Canal Statistics, 1889	25	24			25	24
" 1890	10	5			10	5
" 1891	14	5			14	5
" 1892	24	15			24	15
" 1905	25	15			25	15
" 1906	25	15			25	15
" 1907	25	15			25	15
Secretary of State—						
Report of the Minister, 1887	24				24	
" 1888	25	25			25	25
" 1889	18	24			18	24
" 1890	6	4			6	4
" 1891	18	4			18	4
" 1892		14				14
" 1893	12	4			12	4
" 1894	20	15			20	15
" 1895	24	15			24	15
" 1896	21	15			21	15
" 1897	25	15			25	15
" 1898	25	15			25	15
" 1899	25	15			25	15
" 1900	23	15			23	15
" 1901	21	15			21	15
" 1902	25	15			25	15
" 1903	23	15	2		21	15
" 1904	18	10	1		17	10
" 1905	14	10	1		13	10
" 1906	25	10	1		24	10
Civil Service List, 1885	24				24	
" 1886	25				25	
" 1887	25				25	
" 1888	25				25	
" 1889	25				25	
" 1890	25				25	
" 1891	24				24	
" 1892	19				19	
" 1893	10				10	
" 1894	9				9	
" 1895	34				34	
" 1896	32	23			32	23

SALES OF DEPARTMENTAL REPORTS— *Concluded.*

Title.	On hand April 1, 1907.		Sales.		On hand March 31, 1908.	
	English.	French.	English.	French.	English.	French.
Secretary of State—*Concluded.*						
Civil Service List, 1897	3	24			3	24
" 1899	10				10	
" 1900		6				6
" 1901		20				20
" 1902	9				9	
" 1903	20				20	
" 1904	25		2		23	
" 1905	48				48	
" 1906	29				29	
" 1907	600	25	539		61	25
Civil Service Examiners, 1904		48		17		31
" 1905	518	83	186	17	332	66
" 1906	1000	100	545	26	455	74
Trade and Commerce—						
Report of the Minister, 1893	87	50	62	35	25	15
" 1894	48	25	23		25	25
" 1895	41	15	16		25	15
" 1896	47	15	22		25	15
" 1897		15				15
" 1898		23				23
" 1899	37	23	12		25	23
" 1900	45	23	20		25	23
" 1901	11	15			11	15
" 1902	35	24	10		25	24
" 1903	27	15			27	15
" 1904	45	15			45	15
" 1905	12	15	1		11	15
" 1906	20	10	10		10	10
" 1907	25	10	6		19	10
Mission to Australia	29	25			29	25

For convenience of reference a full list with prices is subjoined of all the volumes of Reports of Parliamentary Debates which have been printed. It should be noted that the first three years are condensed reports only, and that down to 1880 the work was done by various hands. The present system commenced with the session of 1881.

PARLIAMENTARY DEBATES.

HOUSE OF COMMONS.

English.

Hansard, 1867, not published.	
" 1868 "	
" 1869 "	
" 1870, out of print.	
" 1871, bound	$ 4 00
" 1872 "	4 00
" 1873, not published.	
" 1874 "	
" 1875, bound	7 00
" 1876, unbound	5 00
" 1877, bound	7 00
" 1878 "	7 00
" 1878, unbound	5 00
" 1879, out of print.	
" 1880, bound	7 00
" 1881 "	7 00

HOUSE OF COMMONS.

English.

Hansard, 1882, unbound	$5 00
" 1883 "	5 00
" 1884 "	5 00
" 1885 "	5 00
" 1885, bound	7 00
" 1886 "	7 00
" 1886, unbound	5 00
" 1887 "	5 00
" 1887, bound	7 00
" 1888 "	7 00
" 1889, unbound	5 00
" 1890 "	5 00
" 1891 "	5 00
" 1892 "	5 00
" 1893 "	5 00
" 1894 "	5 00

PARLIAMENTARY DEBATES—*Concluded.*

HOUSES OF COMMONS.

English.

Hansard,	1895,	unbound	$ 5 00
"	1896	" 1st session	5 00
"	1896	" 2nd " out of print.	
"	1897	"	5 00
"	1898	"	5 00
"	1899	"	5 00
"	1900	"	5 00
"	1901	"	5 00
"	1902	"	5 00
"	1903	"	5 00
"	1904	"	5 00
"	1906	"	5 00
"	1907	"	5 00
"	1908	"	5 00
"	during the session, revised edition		5 00
"	"	" daily "	3 00

SENATE.

English.

Hansard,	1891,	unbound	$ 4 00
"	1892	"	3 00
"	1893	"	3 00
"	1894	"	3 00
"	1895	"	3 00
"	1896	" 1st session	3 00
"	1896	" 2nd "	3 00
"	1897	"	3 00
"	1898	"	3 00
"	1899	"	3 00
"	1900	"	3 00
"	1901	"	3 00
"	1902	"	3 00
"	1903	"	3 00
"	1904	"	3 00
"	1905	"	3 00
"	1906	"	3 00
"	1907	"	3 00
"	1908	"	3 00
"	during session		3 00

HOUSE OF COMMONS.

French.

Hansard,	1867,	not published.	
"	1868	"	
"	1869	"	
"	1870	"	
"	1871	"	
"	1872	"	
"	1873	"	
"	1874	"	
"	1875,	unbound	$ 5 00
"	1876,	out of print.	
"	1877,	unbound	5 00
"	1878	"	5 00
"	1879,	bound	7 00
"	1880	"	7 00
"	1881	"	7 00
"	1882,	unbound	5 00
"	1883	"	5 00
"	1883,	bound	7 00
"	1884	"	7 00
"	1884,	unbound	5 00
"	1885	"	5 00
"	1886	"	5 00
"	1886,	bound	7 00
"	1887	"	7 00
"	1887,	unbound	5 00
"	1888,	bound	7 00
"	1889,	unbound	5 00
"	1890	"	5 00
"	1891	"	5 00
"	1892	"	5 00
"	1893	"	5 00
"	1894	"	5 00
"	1895	"	5 00
"	1896	" 1st session	5 00
"	1896	" 2nd "	5 00
"	1897	"	5 00
"	1898	"	5 00
"	1899	"	5 00
"	1900	"	5 00
"	1901	"	5 00
"	1902	"	5 00
"	1903	"	5 00
"	1904	"	5 00
"	1905	"	5 00
"	1906	"	5 00
"	1907	"	5 00
"	1908	"	5 00
"	during session		5 00

The expenditure of the departments shows an increase of $210,435.41 compared with that of 1906-7, see statement 'C'—which is accounted for by the comparison having to be made between the present year against nine months of 1906-7, the change in the fiscal year from July to April having brought this about. During the year demands on the office have reached 31,848; 11,007 letters were received and 23,115 were mailed; packages despatched by mail, 45,628, and packages and cases sent by rail, 3,129.

F. GOULDTHRITE,

Superintendent of Stationery.

REPORT OF THE JOINT LIBRARIANS OF PARLIAMENT

(33)

To the Honourable the Speaker of the Senate:

To the Honourable the Speaker of the House of Commons:

The Joint Librarians of Parliament have the honour to report as follows for the year 1908.

Owing to the shortness of the recess, not many events of importance require to be noted.

Every effort has been made to relieve the congestion which prevails in some departments.

The Indexes to the Catalogues have been redivided and enlarged, at considerable expense.

The Public Works Department took in charge the windows of the Library during the autumn, and renewed the panes and frames. It also adopted measures for improving the ventilation. A marked improvement ought therefore to be experienced both in lighting and ventilation.

Large additions have been made to the Library in almost every field of human knowledge. The latest books on political economy, social science, history of the world, and also old works on America, and on science in all its developments, having been placed in their respective sections.

The great interest which all Canada has taken in the tercentenary celebration of the founding of Quebec and of the battlefield scheme has induced the librarians to collect the literary and historical documents which have been published in connection with those world-noted fêtes.

The Librarians were led last year to expect that some space would be provided for their use in the annex of the House of Commons, wherein could be stored collections or books less required than the constitutional and law works in constant use, but when the time came to appoint the different rooms to their special purposes, no spare accommodation could be found for the Library. The Librarians are therefore compelled to refer again to the congested condition of the institution, a state of things which, if kept up much longer, will lead to great confusion.

The shelves are crowded to excess in every section; books being placed in rows two—and sometimes three—deep, causing difficulty in looking for a book on shelves so filled and under an unavoidable scarcity of light. It is to be hoped that the new

Parliament will see its way to make provisions to carry out the plan for temporary increase of space which was prepared some years ago by the Chief Architect.

The Librarians deem it their duty, at the opening of a new Parliament, to draw the attention of members to the importance of returning the works borrowed from the Library, when called upon to do so. Delay in this matter entails inconvenience to other Members of Parliament who may require the missing volumes. It is also a matter of sad experience that our national collection has suffered serious losses in the past from oversight on the part of certain members who, having taken books from the Library to loan to friends, lose track of them after a certain time. A large number of works, borrowed from the Library for the above purpose, still stand charged to members..

In view of the opening of a new Parliament, the Librarians deem it advisable to reprint, for the information of Members, the report of a Subcommittee of the Joint Committee, adopted in the session of 1892:—

'The subcommittee are of the opinion that the following books, viz.:—
'1. The Debates of the Imperial Parliament.
'2. The Law Reports.
'3. The Law Reviews.
'4. The Debates of the Dominion and of the Colonies.
'5. The Parliamentary Papers of Great Britain.
'6. The Statutes of Canada and of the Provinces.
'7. Works on Parliamentary Government and Practice.
'8. Statistical Compilations.
'9. The Congressional Papers of the United States, and similar works which are constantly in use among Members, should not be permitted to be taken from the Library, except for use in debate and during a sitting of either House; and that the Librarians be instructed to procure the return of such books at the conclusion of the sitting of the House.

'Your Committee are of opinion, that the general rules already in force, which govern the use of the Library, by Members, are (with the exception of the one proposed to be amended as above) sufficiently explicit. Your Committee, however, consider it desirable that the attention of Members should be called to these rules, and that they should exercise their privileges with due regard to the interests of the Library, and with reasonable consideration for the convenience of fellow Members in respect to the number of books taken out at any one time, and the period for which they are retained.'

The Librarians regret that owing to lapse of time and oversight on the part of Members, these very necessary rules have been somewhat neglected. The result has been two-fold; loss to the Library and inconvenience to Members..

The Librarians commend these rules to the consideration of both Houses. The observance of them is a matter for Members themselves.

The annual catalogue has long been in the hands of the Printing Bureau, and will be distributed when received.

A list of donations is appended as usual.

All which is respectfully submitted.

A. D. De CELLES, *G.L.*
MARTIN J. GRIFFIN, *P.L.*

Library of Parliament,
January 20, 1909.

DONATION LIST TO THE LIBRARY OF PARLIAMENT, 1907-8.

From the Author, R. Caldwell, Esq., Australia:

The German Band and the Morning Minstrels. Pamphlet, 1908.

From the Author, Charles W. Colby, Esq., Montreal:

Canadian Types of the Old Regime, 1608-1698. 8vo. N.Y., 1908.

From the Author, James H. Coyne, Esq., B.A., St. Thomas:

A Century of Achievement.
Richard Maurice Bucke; A Sketch.
The Country of the Neutrals. Pamphlets.

From the Author, G. W. Cole, Esq., Riverside, Conn., U.S.A.:

A Bibliography of Bermuda.

From J. G. Foley, Esq., Clerk Crown in Chancery:

Statutes of Canada, 1859 to 1866. 11 vols.
Census of Canada, 1868-1891. 5 vols.
Confederation Debates, 1865. (English and French copy).
Senate Debates, 1890-1907.
Statistical Record, 1888.
Canada Year-Book, 1905.
Statistical Year- Book, 1886-1904. 16 vols.
British Columbia Statutes, 1875.
Manitoba Journals, 1892-1900. 5 vols.
Manitoba Statutes, 1883-1903. 10 vols.
Northwest Territories Census, 1885.
Nova Scotia Statutes, 1872-1877. 4 vols.
Ontario Statutes, 1874-1899. 7 vols.
Prince Edward Island, 1875-1879.
Quebec Journals, 1900.
Quebec Sessional Papers, 1888.
Quebec Statutes (English), 1867 to 1906. 37 vols. (French) 1868-1906. 37 vols.

From the Author, T. C. Keefer, Esq., C.E., C.M.G., Ottawa:

The following Pamphlets:—
Montreal and Ottawa, 1854.
Philosophy of Railroads, 1871.
Free Trade: Protection and Reciprocity, from the Canals of Canada, 1876.
The Canadian Pacific Railway. An Address. 1888.
The Canals of Canada, 1894.
Ice Floods and Winter Navigation of the Lower St. Lawrence, 1898.

From the Author, Geo. E. Murphy, Esq., Sheriff, Moosomin:

Typewritten Extracts from his Diary at Transport Officer of the Battleford Column in Northwest Rebellion, 1885. Folio.

From the Author, J. B. Peaslee, Esq., A.B., LLD., Cincinnati:

Occasional Verses and Sacred Songs, Thoughts and Experiences in and out of School, 1900.

From the Author, Francis A. Smity, Esq., Elizabethtown, N.Y.:

The Critics Versus Shakespeare. A Brief for the Defendant. 1907.

From the Author, B. E. Walker, Esq., Toronto:

Addresses:—

Abnormal Features of American Banking. To Canadian Club; Canadian Bankers' Association at dinner of Michigan Bankers' Association.
Banking in Canada.
Relations of Banking to Business Enterprise.
Fire Insurance.
Canadian Credit and Enterprise.

From American Historical Association:

Annual Report, 1906.

From American Bankers' Association:

Proceedings, 1907.

From American Association of Physicians:

Transactions. Vol. 22.

From American Society of Superintendents of Training Schools for Nurses:

Report, 1908.

From Baltimore Board of Trade:

Report, 1907.

From City of Birmingham, England:

Financial Reports of City, 1907-8.

From Bombay Chamber of Commerce:

Report, 1906.

From Boston Chamber of Commerce:

Report, 1906-7.

From Boston Merchants' Association:

Report of 32nd Annual Meeting.

SESSIONAL PAPER No. 33

From British Columbia Eastern Association Board of Trade:

Annual Convention, 1908.

From Bureau of American Ethnology:

Bulletin No. 34.

From the Canadian Bank of Commerce:

Charter and Annual Reports, 1867-1907.

From Canadian National Exhibition, Toronto:

Six Bronze Medals.

From Chicago Board of Trade:

Report, 1907.

From Chicago, Milwaukee and St. Paul Railway:

Reports, 1907, 1908.

From Cornell University Library:

Petrarch's Treatise and list of editions.
Bibliographical Notes. Books printed in Ireland, 1578-1884, a supplement to British Museum Catalogue.

From the Executors of Mr. James Coolidge Carter:

Law; its Origin, Growth and Functions by (late) Dr. Carter, 1907.

From the Governors' Staff Association of Connecticut, (Hartford):

Report of 2nd Biennial Meeting.
1st Company Governor's Horse Guard. History of. 1778-1907. Pamphlets.

From the Company of Cutlers, York, England:

Leader R. E. History of the Cutlers' Company. Folio, 1906.

From the John Crearer Library, Chicago, Ill.:

Report, 1907.

From the Deleware, Lackawanna and Western Railroad Co.:

Annual Report, 1907.

From City of Halifax, N.S.:

Annual Reports 1904-6.

From Harvard University:

Catalogue, 1907-8.
Official Register, 1908.

From London County Council:

Report of Council, 1906-7.

From City of London, Ontario:

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REPORT

OF THE

MINISTER OF JUSTICE

AS TO

PENITENTIARIES OF CANADA

FOR THE

YEAR ENDED, MARCH 31

1908

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED FOR S. E. DAWSON, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1908

[No. 34—1909.] *Price 15 cents.*

To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom and a Baronet; Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, &c., &c., Governor General of Canada.

MAY IT PLEASE YOUR EXCELLENCY:

I have the honour to submit herewith, for the information of Your Excellency, the Annual Report of the Inspectors of Penitentiaries for the year ended March 31st, 1908.

I have the honour to be,

Your Excellency's most obedient servant,

A. B. AYLESWORTH,

Minister of Justice.

DEPARTMENT OF JUSTICE,

OTTAWA, January 12th, 1909.

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ANNUAL REPORT

OF THE

Inspectors of Penitentiaries

FOR THE

FISCAL YEAR 1907-8.

To the Honourable
A. B. Aylesworth, K. C.,
Minister of Justice.

Sir,—We have the honour to submit herewith reports and statistics with reference to the operation of the penitentiaries of Canada for the fiscal year ended March 31st, 1908.

The summarized statistics do not include the penitentiaries of the Yukon, which are under the control and supervision of the Royal Northwest Mounted Police.

POPULATION.

The average daily population for the past five years has been as follows:—

1903–4	1,286
1904–5	1,359
1905–6	1,407
1906–7	1,433
1907–8	1,418

Although the average daily population is less than that of the preceding year, the number in custody at the close of the year is greater than at its commencement, as shown by the following table:—

MOVEMENT OF POPULATION.

	Kingston.	St. Vincent de Paul.	Dorchester.	Manitoba.	British Columbia.	Alberta.	Totals.
In custody Apl. 1, '07	458	402	194	175	137	57	1,423
Received:							
Jails	169	172	118	41	84	46	630
Reformatories			2				2
Licence revoked	1			1			2
Transfers	11	2				2	15
Discharges:							
Expiry of sentence	76	116	35	43	31	1	303
Paroles	53	45	36	40	24	17	215
Pardons	9	5	5	3	3	4	29
Deaths	6	1	2	2	2	1	15
Deported	2	2	1	3		1	9
Transfers	2	6		5	1	1	14
Insane when received	1			1			2
Order of Court	1				2		3
Order of Minister	1						1
Escape					6		6
In custody March 31, 1908	488	401	235	120	152	80	1,476

COMPARATIVE STATEMENT OF PAROLES, PARDONS, DEATHS AND ESCAPES.

	Paroles.	Pardons.	Deaths.	Escapes.
1899–0	71	70	22	
1900–1	122	36	25	1
1901–2	157	43	14	1
1902–3	113	35	16	
1903–4	122	31	23	1
1904–5	126	50	11	*3
1905–6	179	36	17	‡2
1906–7	157	29	12	1
1907–8	215	29	14	6

*One recaptured.

‡Both recaptured.

The increase in the number of paroles granted has been fully justified by results, as shown by the report of the Dominion Parole Officer. (See appendix "A.")

The unusual number of escapes is a matter of extreme regret. All occurred at British Columbia penitentiary, and were due to general lack of discipline and to disregard of the prison regulations. The staff of the penitentiary has been reorganized, and several subsequent attempts to mutiny and escape have been frustrated. The tendency of some officers to act upon their individual judgment, in defiance of the established regulations, which are the product of decades of experience, invariably leads to disastrous results. The superior officer who disregards the instructions and regulations by which he is governed cannot enforce obedience from subordinates who naturally exercise the same right of private judgment in the discharge of their duties. The successful commander is he who has first learned to obey.

MORAL HABITS.

The habits, previous to conviction, are given as follows:—

Abstainers	255 or 17 per cent.
Temperate	718 or 49 per cent.
Intemperate	503 or 34 per cent.

It has been alleged by those who have commented on previous reports that the number of abstainers was overestimated and the number of intemperate understated. In many cases, doubtless, the use of intoxicants relaxes the self-restraint and is accountable for crimes committed; but our experience is that the tendency of convicts is to attribute their trouble to intoxicants, or some cause other than criminal instinct, and that the figures given are not open to the objection referred to. Dangerous criminals are, as a class, temperate in the use of liquors. Success in crime, as in other occupations, requires one to have full control of his mental and physical faculties.

EDUCATION.

Number who can read and write	1,214 or 82 per cent.
Number who can read only	57 or 4 per cent.
Number of absolutely illiterate	205 or 14 per cent.

School facilities, in so far as they are consistent with the administration of a penal institution, are provided at each penitentiary. Classes are held during a portion of the noon hour, and school requisites are distributed in the cells for the use of such as desire to avail themselves of the privilege during the evening. In this way ambitious and diligent convicts are assisted in obtaining what was denied them in their childhood by their parents or guardians. It is difficult to estimate the percentage of criminality that has resulted from defective education.

The paramount duty of the prison authorities is the enforcement of the sentence, but it has been found feasible and desirable to afford at the same time a mental, moral and manual training that does not in any way interfere with the enforcement of the sentence of hard labour, and tends to make the convict better equipped to face the world on his release.

AGE.

Under 20 years of age	181
Over 20 and under 30	630
" 30 " 40	372
" 40 " 50	163
" 50 " 60	95
" 60 years	35
	1,476

The percentage of convicts under 20 years of age is greater in the eastern than in the western provinces. At Dorchester, it constitutes 19 per cent; at St. Vincent de Paul, 17 per cent, while at Manitoba it is but 3.3 per cent. From these figures, it would appear that the judiciary of Manitoba realize more fully the unsuitability of penitentiary environments for juvenile offenders.

PLACE OF BIRTH.

(Nationality).

British:		
Canada	890	
Great Britain and Ireland	239	
Other British countries	18	
		1,147
Foreign:		
United States	155	
Italy	43	
Russia	23	
Austria-Hungary	21	
Germany	20	
China	16	
Denmark	14	
France	13	
Sweden	6	
Turkey	4	
Japan	4	
Other foreign countries	10	
		329
		1,476

The Canadian-born convicts constitute sixty per cent, those from the British Isles sixteen per cent, and those from the United States ten per cent. The most marked increase during recent years is in the case of Italian convicts.

CREEDS.

Roman Catholic	691	
Church of England	319	
Methodist	151	
Presbyterian	145	
Baptist	66	
Lutheran	43	
Other Christian denominations	13	
Bhuddist	17	
Jewish	8	
Mormon	2	
Unitarian	1	
No creed	20	
		1,476

FINANCIAL

	Gross Expenditure.	Reveuue.	Net Expenditure.
Kingston	$ 202,487.99	$ 58,984.44	$ 143,503.55
St. Vincent de Paul	114,725.95	3,299.52	111,426.43
Dorchester	75,790.33	3,428.24	72,362.09
Manitoba	64,397.28	4,581.34	58,915.94
British Columbia	71,079.29	2,644.91	68,434.38
Alberta	55,581.08	10,617.60	44,963.48
	$ 584,061.92	$ 83,556.05	$ 500,505.87

COMPARATIVE STATEMENT OF NET OUTLAY.

	1904–5.	1905–6.	1906–7. (9 months.)	1907–8.
Kingston	$ 103,646.79	$ 130,950.58	$ 71,059.90	$ 143,503.55
St. Vincent de Paul	99,855.94	87,452.13	89,324.60	111,426.43
Dorchester	57,286.17	58,447.14	42,083.72	72,362.09
Manitoba	64,506.30	72,923.58	47,797.68	59,815.94
British Columbia	48,475.62	61,252.21	41,063.56	68,434.38
Alberta	.....	.....	36,085.35	44,963.48
	$ 373,770.82	$ 411,025.64	$ 327,414.81	$ 500,505.87
Average daily population	1,359	1,407	1,433	1,418

COMPARATIVE STATEMENT OF OUTLAY PER CAPITA.

	Kingston.	St. Vincent de Paul.	Dorchester.	Manitoba.	British Columbia.	Alberta.
Staff	$ 169.81	$ 159.85	$ 203.10	$ 248.14	$ 257.20	$ 333.29
Maintenance of convicts	58.76	50.80	59.15	58.34	55.16	90.28
Discharge expenses	5.64	6.61	5.64	17.52	8.34	8.72
Working expenses	32.89	48.97	42.45	72.64	61.52	61.72
Industries	111.15	12.33	17.01	16.18	21.70	29.57
Lands, buildings and equipment	11.90	9.21	39.14	23.44	84.42	244.68
Miscellaneous	1.63	1.69	2.44	5.87	24.01	20.51
	391.78	289.46	368.92	442.13	512.35	788.77
Deduct for revenue	127.40	8.42	16.25	32.73	18.62	151.69
Outlay per capita	$ 264.38	$ 281.04	$ 352.67	$ 409.40	$ 493.73	$ 637.08

OUTLAY PER CAPITA FOR PAST FIVE YEARS.

	1904.	1905.	1906.	1907. (9 months.)	1908.
Kingston	$ 186.45	$ 209.45	$ 269.44	$ 220.58	$ 264.38
St. Vincent de Paul	288.98	272.20	253.23	226.52	281.04
Dorchester	231.97	228.15	254.91	206.70	352.67
Manitoba	347.56	356.97	360.87	244.00	409.40
British Columbia	462.49	411.44	393.63	326.99	493.73
Alberta	.....	.....	.....	980.39	637.08

Actual cost—

Value of supplies on hand March 31st, 1907		$ 154,021.00
Gross expenditure 1907–8		584,062.00
		$ 738,083.00
Deduct		
Supplies on hand March 31, 1908	$ 185,584	
Approximate value of prison labour employed in producing revenue and capital	75,000	
		260,584.00
Net actual cost		477,499.00
Cost per caput		336.74
Cost per caput per diem		.92

COMPARATIVE SUMMARY.

	1904–5.	1905–6.	1906–7. (9 months.)	1907–8.
Gross expenditure	$ 429,537.63	$ 485,894.54	$ 411,776.04	$ 584,061.92
Net expenditure	373,770.82	411,025.64	327,414.81	$ 500,505.87
Actual cost	334,878.00	397,803.00	387,295.00	477,499.00
Cost per caput	246.41	282.73	270.27	336.74
Cost per caput per diem	0.67	0.77	0.99	0.92
Average daily population	1,359	1,407	1,433	1,418

Respectfully submitted,

DOUGLAS STEWART,
G. W. DAWSON,
Inspectors.

OTTAWA, July 13th, 1908.

(Appendix to Report of Inspectors.)

ARCHITECT'S REPORT.

OTTAWA, June 17th, 1908.

Inspectors of Penitentiaries,
Ottawa.

SIRS,—I have the honour to report on the several works carried on at the penitentiaries during the year ended March 31st, 1908.

At the Kingston penitentiary, the lighting of the south cell wing has been very much improved by the removal of the old windows, which were small, and the putting in of long windows similar to those in the other cell wings. The west lodge gate and several hundred feet of the boundary wall were repaired. The wharf which was damaged by ice during a storm last winter was repaired.

At St. Vincent de Paul, the efficiency of the power plant was increased by the erection of a boiler-house chimney ninety-two (92) feet high. It was built of brick made by the convicts. Part of the last section of the industrial building was finished and fitted up for the storage of ice. The remaining part will be completed early next fall. The industrial building was begun in 1900. It is 620 feet long, 40 feet wide and two stories in height, and is solidly constructed of blocks of cut stone. The stone was quarried, cut and built into the walls by convicts. A slaughter house at the piggery, and a wing, to accommodate two hundred pigs, were built of prison-made brick on stone and concrete foundations. A quantity of stone was quarried and cut for the new hospital.

At Dorchester, the third and fourth sections of the industrial building were completed. The blacksmiths and engineers occupy the ground floor of the north wing, the carpenters the floor above. The laundry, change room and shower baths occupy the ground floor of the south wing, the tailors and shoemakers the floor above. Between these wings is a vestibule thirty feet by fifty feet, with stairs and gallery to give access to the shops on the upper floors. The deputy warden and chief keepers' offices were finished. They are on the first floor and overlook the yard in front of the industrial building. The fifth section is under construction. The stores will be kept in this section. Strong fire walls separate it from the shops.

An intramural telephone system was installed to provide means of communication with and between the various departments of the prison. Wiring for electric light is being installed. The officers' cottages are being repaired.

At Manitoba penitentiary, the carpenters, tailors and shoemakers were removed to the new industrial building. Excavation was made, and the foundations laid for the second section of the industrial building.

The north boundary road was graded from Stony Mountain village to our east boundary. Considerable progress was made with the rock excavation for the road from the village down the hill to our west boundary. This road is being opened in lieu of the road across the reserve, which will be closed when the new road is completed. The officers' cottages were re-shingled, and the warden's residence renovated. The wells supplying the prison were cleaned and deepened.

At the British Columbia penitentiary, the first section of the industrial building was equipped for the blacksmiths, engineers, tailors and shoemakers, and the laundry, change room and bathroom. The shops open into a vestibule. Strong

barriers protect all windows and doors. While at work, the convicts are locked in by the guard in the vestibule. The stonecutters' shop is ready for occupation, and the stable, barn, vehicle house and root cellars will be completed during the summer. The wooden buildings formerly used as workshops will be taken down next fall.

The deputy warden's quarters are being rearranged to afford much-needed hospital accommodation, a schoolroom and additional space for stores. The deputy warden will occupy the residence on the land recently acquired.

The officers' cottages and the warden's residence were all renovated. Four hundred cords of wood were cut on our island in Pitt Lake and brought to the prison. About half a million bricks were made. The boundary fences were strengthened, and the new road from the prison to Columbia street was graded.

At the Alberta penitentiary, an extension of the main building was commenced and carried up to the second floor. The walls are of prison-made brick, the floors, beams and supporting posts of steel reinforced concrete, the first work of the kind in the province. A tramway was constructed from the brickyard to the Saskatchewan River, 1,500 feet distant. It is used to haul brick clay and sand from the valley and gravel from the river bed two hundred feet below. Thirty acres of land were cleared and fenced. The brick works were installed, and several hundred thousand bricks were made for the central hall building, from which the cell wings will radiate.

The convicts, generally, take great interest in their work. Many of them, as a result of the instruction given them in prison, become skilful workmen, and on release are in a position to command good wages. I know of many men who knew nothing of any trade when they came to us, who on their release found steady employment at the trade they learned in prison.

E. J. ADAMS,
Architect.

APPENDIX A.

DOMINION PAROLE OFFICER'S REPORT.

DOMINION PAROLE OFFICE,
Ottawa, June 5th, 1908.

The Honourable A. B. Aylesworth, K.C.
Minister of Justice,
Ottawa.

SIR,—I have the honour to submit to you the report of the parole system for the fiscal year ended March 31, 1908.

PENITENTIARIES.

Number of convicts released on parole from		Kingston	53
"	"	St. Vincent de Paul	45
"	"	Dorchester	36
"	"	Manitoba	40
"	"	British Columbia	24
"	"	Alberta	17
			215

PROVINCIAL AND DISTRICT PRISONS, JAILS AND REFORMATORIES.

Number of prisoners released on parole from		reformatories	17
"	"	prisons	69
"	"	jails	100
			186
Total number released on parole for year 1907–08			401

CANCELLATIONS AND FORFEITURES.

Number of licenses cancelled for non-compliance with conditions of license	15
Number of licenses revoked or forfeited by subsequent convictions during the year	6
Total number of licenses cancelled during the year	21

Statistics of the parole system from the year of its inception, 1899, until March, 31st, 1908.

Total number of licenses granted from 1899 until March 31st, 1908..... 2,046

PENITENTIARIES.

Licenses granted to convicts in the penitentiaries from 1899 until March 31st, 1908	1,271

REFORMATORIES, PROVINCIAL PRISONS AND JAILS.

Total number of parole licenses granted to prisoners from the above institutions from 1899 until March 31st, 1908	775
Grand total	2,046

CANCELLATIONS AND FORFEITURES.

Total number of licenses cancelled for non-compliance with conditions of license	92
Total number of parole licenses forfeited by subsequent convictions	35
Total	127

PRESENT SITUATION.

Total number of prisoners who have completed their sentence on parole from 1899 till Maren 31st, 1908	1,135
Total number of prisoners now on parole and still reporting	784
Total number of licenses cancelled for noncompliance with conditions (4.5%)	92
Total number of licenses forfeited by subsequent conviction (1.7%)	35
Tota'	2,046

The foregoing figures have been compiled from the report of the Commissioner of Dominion Police.

During the past year, I have made 16 visits to the various penitentiaries, reported on 211 cases, interviewed 467 prisoners, and found friends and employment for a large number who have been released on parole. I have also given the released prisoners a sympathetic oversight, and in every way possible have encouraged those on parole, with a view to helping them to rehabilitate themselves and become good citizens. The results are quite satisfactory.

I have also visited a number of Jails, Reformatories, District Prisons and Industrial Homes, in the interests of the inmates, reporting to the Minister on their applications for clemency. I have also given an oversight to the inmates of the above institutions who have been released on parole, and have encouraged them to live within the conditions of the license of conditional liberty.

This year's tabulated statement of paroles granted shows an increase of 116 over any preceding year since the inception of the parole act, and naturally the cancellations for the last year also show a slight increase.

I desire to mention the valuable services rendered to this movement by the chiefs of police and the sheriffs who have received the monthly reports of the prisoners while on parole, in giving them every encouragement to be law-abiding. I would also mention the various prison aid societies, and the large number of patrons or friends who have provided employment for the prisoners in the critical hour of their conditional liberation, thus extending to them a practical helping hand when most needed.

I respectfully suggest the need for each Provincial Government to appoint a parole or probationary officer to give the prisoners released from the provincial jails and institutions a more thorough oversight. I find that the work of the penitentiaries calls for all my strength and energy, and I cannot give the attention to the provincial institutions necessary to make the system the great benefit that it is intended in the extension of the system of parole to the provincial institutions.

While it is a source of regret that any receiving a parole license should lapse into crime, it is almost unreasonable to hope that not one should yield to the temptations of their former life. There is no evidence in the fact, that should those who have been released and lapsed into crime, have remained in custody to the

last day of their fixed sentence, would have been one whit better for their further incarceration, for the records show a much larger percentage of prisoners return to the penitentiaries for offences committed after their discharge on expiration of sentence than under the parole system. The parole system places the prisoner under an obligation to the law, provokes to effort and restores, while the prisoner on expiration of his full sentence generally maintains that he is under obligation to no one, and with the recidivist criminal, he feels that his freedom means a license to return to his criminal career.

The great plague of society is the recidivist criminal. He is the man who goes to prison half a dozen times or more (a life sentence on the installment plan.) In some of the continental countries, a criminal who has been sent to prison two or three times is regarded as a recidivist; while under the German system, one who once repeats his offence is regarded among this class. The question is whether a recidivist is a general criminal, committing his infractions in a variety of crimes, or the one who confines his operations to a line of single criminality, (both types, professional and habitual) or he who yields to temptation and becomes the accidental or occasional criminal, to distinguish between the two in the administration of clemency. The recidivist criminal is generally the best behaved prisoner while in custody, although the most unsafe to release.

We cannot separate the proper treatment of the released prisoner from the large and important question of prison administration. When a man returns to prison a second or third time, it may be because, when he went out, he was not properly educated to go back to society and behave himself, or it may be because society has not been properly educated to receive him. Both are essential for the final success of the parole system. If a prisoner has learned a trade while in the penitentiary, which lies at the basis of all reformation, it is not a difficult matter to place him in suitable employment outside; but if a man comes out of detention without the fundamental principles of industry inculcated into his life, it is hard to tell which is the more helpless, the prisoner who asks for work or the man who would befriend him by giving him employment. Where these conditions are met, the parole system proves active and potent, as we stand by the man in his uphill struggle to rehabilitate himself, having in consideration that the man on parole, in his effort to regain his lost social status, is meeting with an apathetic and sometimes hostile society, who are quick to note his least weakness, and who will very seldom give him credit for any effort or good intentions which may be in him to develop. It is a source of satisfaction to know that hundreds have been thus helped through the parole system, and that they are now useful members of society.

It is altogether unnecessary to draw a contrast between the systems of imprisonment in past centuries and of to-day, for the difference between decades is obvious, and it has been demonstrated to be greatly in favour of our present day systems; yet, notwithstanding the abundant evidence in favor of a modern treatment, we must admit that imprisonments of to-day are fraught with evils specific and general, which are sufficient in number and magnitude, to try to prevent (as far as it can be made compatible and consistent with the operation of law and order in our communities) any imprisonment for a minor offence, or for the first offender, providing the nature of the offence is not over serious in its aspect and in its effect on organized society.

A suspended sentence will have the desired effect with many first offenders, and the offender should be made to make restitution as far as possible, and held to his social status by living within the rules of accepted conduct in the community where the offence has been committed.

Punishments for the violation of law are scarcely less troublesome in a penological sense than the violations themselves. Every crime has a character and attendant circumstance peculiarly its own, made so by the personality of each offender which shades or distinguishes the offence from others. Penalties based on the crime

committed alone will go wide of the aim of justice, and miss the purpose of deterrence or reformation. A penalty should be imposed, when the offender is considered or judged, apart from his offence, as well as giving a just consideration of the offence and the effect of the crime committed. Neither man nor the state have ever been wise enough to deal successfully with violators of the law without inflicting punishment, and it is doubtful if humanity will ever reach this acme of perfection.

The general forms of punishment now operative in civilized countries are four in number, viz.: the lash, the fine, the imprisonment and the death penalty. The first and last of these penalties act as a deterrent in relation to crime. It is a difficult matter to determine what is the exact effect of a fine upon an individual in a community, or its effect in the administration of the law, or in the prevalence of crime. The imposition of a fine on the unfortunate drunkard brings distress to the family, and adds to the horror and shame of the drunkard's life, often depriving the wife and children of the necessities of life, dependent as they naturally are on the hurband for the support of the home. I have followed the grind and grist of the court for years, and I yet fail to see or to discover anything deterrent, remedial or penitential in the present day treatment of the habitual drunkard. What he needs is a special pathological treatment in a safe retreat, on the same principles that we now treat infectious disease in a hospital of isolation. No doubt the fine in some cases is effective in producing the desired effect, but it is the exception that proves the rule.

Imprisonment puts a mark on the prisoner which is well nigh indelible. The tigma of it outlasts the longest sentence, and is more severe on the criminal than the sentence itself. Even after justice is satisfied, and cries "Hold, enough!" the punishment of reproach goes on. Neither penitence, nor forgiveness, nor exemplary conduct can take away the stain. I would that this fact was better understood and considered by men when tempted to enter upon a criminal career. The awful consequences and everlasting stain would surely restrain many before the fatal step is taken. Public sentiment may go as far as to say to some, "We forgive, but we cannot forget." There are some compensations to the prisoner for his endurance of imprisonment, but there is no recompense for its stain.

It has been demonstrated that a strong, healthy discipline in imprisonment gives to the prisoner a sense of manhood and a self-control that proves most helpful to him in his after life, should he determine to reform. It has been clearly shown that all prisoners are not criminals, and that even criminals of long standing with persistent and vicious habits, can reform, that the modern treatment of prisoners is based on the belief that they are reformable, that they are reformable by the same means that make people outside of prison walls better, and that the conditional liberty of parole may be given in safety to many prisoners whose reformation is sought, with the aids of civilization, education and religion. Habitual criminality is usually attributed to an ingrained evil character, but much of it has its origin in mere weakness, lack of opportunity, discouragements which accrue from the sense of failure to regain a lost social status, and the friendlessness, not to say anything of the enmity, of the community in which the prisoner's downfall occurred.

The attitude of a community toward the prisoner is due to the same misapprehensions which have made it so difficult to successfully deal with the prisoner when he regains his liberty. I have known even the church to look askance at the man who has once worn a prison garb, who for months, and sometimes years, had been living an honest life after his release. The need of the hour is not so much the devising of means or methods to help the paroled or discharged prisoner, but to improve and educate the public sentiment in its attitude toward the discharged prisoner, and to make it a possibility for the man who has fallen to have a fair chance

to earn his way without the pauperizing effect of assistance by doles, institutional or professional. Employment with a helpful environment is the key to the whole situation.

Plato, in his "Ideal Republic," tells us that the best thing for the state to do is to "reform the criminal." but the world, for centuries after Plato, was too cruel to pay much attention to his doctrine. Strange as it may seem, the idea of prison reform had to wait for the eighteenth century. The prison reformer for all time to come is under lasting obligations to Clement XI for establishing his juvenile prison of St. Michaels, and the student of penology will read and take inspiration, as did the famous Howard, the inscription over the door of this old prison, "It is of little use to restrain the criminal by punishment unless you reform him by education." It was in that same century that Count Villain XIV founded his convict prison at Ghent, which brought on many of the vital questions of prison reform now working successfully in the prison world of to-day. Some of the ideals of this great reformer, enunciated over two hundred years ago, have taken a deep root in the systems of reform in civilized nations of to-day. "Reformation is the primary end to keep in view." "Abbreviation of Sentence," "Handcraft as a means of honest support," "Prison Discipline," "The use of the law in love, and love in law," and "The industrial training of children addicted to vagrant habits, or otherwise in danger of falling into crime." As a result of these ideals, reformers like Howard, Elizabeth Fry, and many others, have given their lives to bring to an erring humanity a humane and an effective treatment to those under imprisonment.

One of the darkest and most pathetic stories in the history of the world is the treatment accorded to those who have gone astray through criminality. The criminal treatment of the criminal is a subject seldom discussed, but to justify the attitude of society we generally hear all that can be said on one side, and that side is against my client. Society, by its theological notions, its false standard, its cruel practices, has made it very easy for the man to go astray, and hard—yes, very hard—almost impossible, for him to reform and regain his lost social status. Society licenses schools of crime in the greatest numbers where children are least able to resist temptation, and then, out of the institutions they create, they take their victim to a court, thence to a jail, which is often a pest-house for the production of a criminal spawn, from which the boy seldom emerges without the contagion of criminal bacteria, which he never took with him there. At last society turns the lad loose (generally a first offender) after a sentence, branded a felon, and the only companionships he finds congenial, or who are willing to receive him, are those of criminal breed. Then we wend our way to the place of the holy and thank a good and all-wise Providence that we are not like the other fellow, having done our duty in punishing crime, and in sending the poor criminal to the devil.

The beginning of criminal instincts is early seen. The first offences generally occur in youth. The criminal is not a child in years, in judgment, or in self-control, in the moral sense. He is not the powerful or cunning brute of the popular novel or of tradition, whose very grossness is the occasion for his crime, but the tabulated statistics of anthropological research reveal him to be undersized and undervitalized. He is a criminal, not because of strength, but because of weakness. It is a defect, and not an excess. It is an arrested development, and not an over-development, that occasion these criminous outbreakings. Crime, like insanity, is associated with certain well-defined abnormal physical and psychological conditions. In the light of modern thought and experience, the criminal is regarded as a delinquent child, and needs a special treatment for his malady. The old idea of nothing but vengeance in the administration of punishment is fast giving way to the sane and more humane conception, that sees all penalty a method for the protection of society, and the rehabilitation of the wrong-doer. Concrete is the fact that a bad man cannot be made good by torture or by punishment alone, and the advocates of retaliation for brutish deeds by brutish methods will occupy the

same place in future generations as we now regard the authority of a century ago, which would hang a youth for the theft of a shilling. The great Howard, good as he was great, when dying, in the year of 1789, said: "Lay me quickly in the earth, place a sundial over my grave, and let me be forgotten." Like all prison reformers, Howard was misunderstood by his fellows and by the state, and never had the appreciation that his great work deserved; yet such lives cannot be lost, for the good will live forever. It is the good in one generation which silently moves again into the larger movements of the next generation. The shadows on the old dial over Howard's grave point to a better day for the unfortunate and erring of humanity. There is no power that can halt the onward march in the science of penology, for the world's progression is toward the rising sun. Shadows are but the children of the sun, so let us for both shadow and sunshine be grateful, as we hopefully wait for the coming of the high noon, when in the Almighty's great family there will be no criminals. Every prison reformer who is able to evolve practical results is a messenger of the good, backed by all the inherent forces of a mighty past, travelling along the grooves of a universal progression, from the nomad to the man, from barbarianism to civilization, from crime, ignorance and beastiality to an universal regeneration, from abject darkness and despair to the ultimate triumph of all the potentialities of life, when wrong shall cease, when truth shall triumph, when crime will hide its diminished head, when the golden rule shall become an eternal and fixed principle which will bring to a needy world the happiness and content that humanity through the ages has been striving for. But the day seems far distant, when we view seriously the volume of criminality in our fair Dominion. When a leaf drops and dies, it goes down to mingle with the ground; when moss falls off, it also disappears; everything in nature, as it decays, hides itself; so should it be in human life. All the ten thousand imperfections in life we are forced to see are we not as soon to forget, yes, and to cast them under foot. In my work, I find it is best to always look upon that which is innocent, beautiful and inspiring, and on that which is among the possibilities for men to attain to in life. I is a fearfully bad thing for a man to be continually looking at himself or at his neighbours, or at society, and so be ever looking at the side of fault and failure, meanness and imperfection, wickedness and rottenness of humanity. Things of this character will force themselves on us soon enough, and sometimes more often than for our good. I do plead that the imperfections caused by depravity in the human heart be placed under foot, and that we look upon men, as far as we possibly can, in the true light of a noble manhood.

Respectfully submitted.

W. P. ARCHIBALD,

Dominion Parole Officer.

APPENDIX B.

WARDENS' REPORTS

KINGSTON.

KINGSTON PENITENTIARY, May 23rd, 1908.

SIRS,—I have the honour to forward reports, statements and statistical returns from the several departments of the Kingston penitentiary for the fiscal year ended March 31st, 1908.

J. M. PLATT,
Warden.

The Inspectors of Penitentiaries, Ottawa.

ST. VINCENT DE PAUL.

ST. VINCENT DE PAUL, April 16th, 1908.

The Inspectors of Penitentiaries,
Ottawa.

DEAR SIRS,—I have the honour to submit my fifth annual report, ending March 31st, 1908, with the usual statistical statements of different departments of the penitentiary.

Population remaining at midnight, March 31st, 1907....		402	
Received during the year.....		170	
			572
Discharged by	expiry of sentence.....	116	
"	pardon.....	5	
"	parole.....	45	
"	transfer.....	2	
"	death.....	1	
"	deportation.....	2	
		——	171
Remaining March 31st, 1908.....			401

Conditional Pardon.—The number of convicts released during the year, on conditional pardon, was 45, of whom but four have been returned for violation of the conditions of the license; therefore, 41 of those released on parole are still at liberty.

The small number returned constitute therefore an indisputable proof of the efficacy of the new law of conditional pardons.

Discipline.—The conduct and industry of the convicts during the year was most satisfactory; the greatest proportion were very attentive to their work; those who are young received the benefit of the knowledge of those who are good tradesmen, as also from the teachings of the instructors of the various trades. The conduct at night has been most satisfactory, no noise or disorder whatever having occurred. It is only on rare occasions that any report has been received of misconduct during the night. The night staff, under the capable direction of the chief watchman, are very active and attentive to their duties.

The constant watchfulness exercised during the whole of the night is one of the reasons for the good order which exists at all times. The industry and discipline of the convicts during the day has also been highly satisfactory. The

number of reports have been fewer and the punishments inflicted less severe, showing that the offences have, in general, been of no serious character, and I do not hesitate to say that from the discipline point of view, it would be impossible to obtain better or more satisfactory results.

Boilers and engine room.—We have installed in the boiler-room two new boilers, in order that the two installed in 1901 might not become overtaxed. The latter are kept in readiness for immediate use in case of accident. The whole four are in good working order and give entire satisfaction. We have also replaced the old chimney, which was not of sufficient capacity for our needs, by a splendid new one of octogonal form, 105 feet in height, 10 feet in diameter, with a base of cut stone 20 feet in height. The engineer is well satisfied with the results obtained from it. In the engine room, the wooden floor has been replaced by one of cement concrete. The engine, dynamo and general plant are in perfect order and give entire satisfaction.

Farm.—The crop was slightly more satisfactory than during the preceding year, but as a whole it still leaves much to be desired. The hay crop was less than the preceding year; the oats, barley and buckwheat were better, and the potatoes also. The return from vegetables was very satisfactory, still the crop was not what it should have been.

It was necessary to purchase during the year a considerable quantity of farm produce in order to meet the requirements. It is to be hoped that the crop of the ensuing year will be more satisfactory; the ground is well prepared, well manured and in good condition for planting. If the weather is favourable, we should obtain this year a very satisfactory crop.

Quarry.—In view of the great quantity of stone required in order to keep the thirty stonecutters steadily employed, work will be resumed at the quarry, the 15th instant.

Cut stone or rock-faced ashler has been used in all construction work carried out here. This stone is taken from our quarry by convicts and cut, and erected by them under the supervision of a competent instructor. We can hardly overestimate the benefits derived by the Government from the working of this quarry, which is their property. It is one of the most productive quarries in the province, and the stone is of the very best quality. All the stone used in the construction of the penitentiary buildings, as also for the construction of the wall, came from this quarry, and there still remains sufficient for all requirements for many years to come.

Brick manufacture.—In view of the great amount of other work undertaken during the year, it was found impossible to devote any time to the manufacturing of brick. Fortunately, we had a sufficient quantity from the preceding season's manufacture to meet our requirements. For the ensuing year, we have completed arrangements for the manufacture of as large a quantity as will be possible. Despite the disadvantages of the location of the plant, we have a large quantity of clay which was prepared last autumn. If the weather favours us, I believe that it will be possible to make several hundred thousand this season.

Government tenements.—The interior of the dwellings, owned by the Government and occupied by members of the staff, have all been gone over and renewed. They are now in good condition and very comfortable. So soon as the weather will permit, the exterior will be put into good condition. The old porches, which are in a condition of complete decay, will be removed, and a gallery built the length of the block, with divisions, for each dwelling. All the lumber necessary has been prepared during the winter.

New buildings.—The construction work completed during the year was very considerable, both with regard to importance, as well as in materials utilized. It is necessary to be on the ground to realize fully what has been accomplished. It is one of the years in which the greatest amount of work has been done. Work

was commenced early in the spring and only stopped very late in the autumn. A very considerable work was completed at the residence of the deputy warden. The drainage system was in a very defective condition, and was reported by the surgeon to be a real menace to health. The old tile drain pipes were all removed and a new metal drain constructed. The basement was all cemented and new floors of hardwood laid. The wall paper and paintings were all renewed. It is now modern and fulfils all desired requirements for comfort. The exterior stone work of the upper part and the cornices were also repaired and renewed. A verandah erected to the first and second floors, with a greenhouse underneath. The heating system will be installed this autumn. The new verandah is of very attractive design, presents a most pleasing effect to the eye, and does honour to the architect of the department.

During the summer, a new ice house was constructed of cut stone, measuring 39 feet in depth by 23 feet in width and 28 feet in height. This is capable of holding the quantity of ice required for the use of the institution. The necessity for a new ice house was making itself greatly felt, to replace the old one built many years ago, and which was falling away in decay.

Attached to the ice house, there has been built a considerable portion of the waggon shed. This is also of cut stone, and is intended for the storage and protection of farm vehicles and implements.

The balance of the stone required for the completion of this building has been cut and prepared during the winter, so that no time will be lost in continuing the work as soon as weather will permit. We have also constructed a good portion of the new piggery, 124 feet, of the total of 225 feet, having been completely finished and occupied during the winter. The remainder will be completed early this spring. This building is constructed of brick manufactured in the penitentiary by the convicts, and also laid by them. Had we been obliged to purchase these brick, the cost would have been considerable

General work.—To the work already mentioned as having been carried out during the year, we must add a number of other improvements and repairs, to wit, repairs to the school-room and vestry of the protestant chapel, window screens put up on machine and blacksmiths' shops; improvement in carpenter shop; hose and connections installed in work shop vestibule, in keepers' hall and in hospital, one mile of tramway track to quarry repaired and new ties laid, 4 new tramway cars built; derricks repaired; all the chimneys of the institution repaired; the roofs of the prison buildings repaired and painted, and the pointing of the stone walls commenced. In the dome, the glass floor has been repaired and a brass railing erected, and the corners of the walls strengthened and reinforced by iron straps bolted to the walls.

New hospital.—As soon as the weather conditions will allow, we intend to begin the foundation for the new hospital. This building will be of rock face stone with a cut stone foundation, part of the stone required having been prepared during the winter. The hospital will be 101 feet long by 52 feet wide and 35 feet high; the basement being 12 feet in height and the other two stories each 11 feet. In the basement, there will be the coal room and furnace; a room to serve as a mortuary chamber for the bodies of the unfortunates who may die here, while awaiting the claim of their relatives or friends. At the end of 48 hours, if still unclaimed, they will be buried in a portion of the parish cemetery, specially reserved as a burial place for the convicts. On the first floor will be cells for the sick, with baths, and in another room a bath for those employed in the hospital; also the kitchen, surgeon's office and pharmacy, and attached will be a gallery with facilities for sun baths. On the second floor, further cells for the sick with a passage between. Between the east wing of the prison building and the hospital, a covered passageway, 18 feet long, will be provided, in order to connect the hospital with the dome, in such a manner as to permit of the transfer of convicts, who may become ill during

the day or night, from their cells to those of the hospital, without going outside the buildings. Once completed, it will most certainly be one of the most modern hospitals, offering every possible accommodation to the sick who may require treatment.

Finally, I wish to express my most sincere thanks to the Inspectors for their courtesy and generous assistance and support, which they have always extended to me. Also, I must express my thanks to the deputy warden and chief keeper for their kind assistance on all occasions. I extend also to one and all the members of the staff, my thanks for the devotion and respect which they have offered to me in the discharge of my duties.

OSCAR BEAUCHAMP,
Warden.

DORCHESTER.

DORCHESTER, N. B., May 12th, 1908.

The Inspectors of Penitentiaries,
Ottawa.

SIRS,—I have the honour to submit my annual report, consisting of the usual statistical tables and reports of the various departments of the Dorchester penitentiary for the fiscal year ended March 31st, 1908.

The following statement shows the movement of convicts during the year:—

There remained at midnight, March 31st, 1907, 182 males and 12 females, total 194.

Received since—From common jails, 110 males and 8 females, and from reformatories, 2 males, making a total of 314.

There were discharged—By expiration of sentence, 30 males and 5 females; by parole, 36 males; by pardon, 5 males; by deportation, 1 male, and there were 2 deaths (males), a total of 79; leaving in custody 220 males and 15 females, a total of 235 at midnight, March 31st, 1908.

The daily average was 211.

The general health of the prison has been good.

The conduct of the prisoners generally has been good, and the discipline well maintained.

There were no attempts to escape.

The chaplains and other officers have attended to their duties with commendable zeal and faithfulness.

The various industries have been prosecuted with vigour.

The operations of the farm have been fairly successful. Potatoes were a good crop; other vegetables fair.

The summer and autumn were excessively wet, which made it very difficult to store hay and grain in good condition, and added largely to the cost of labour.

The sixth section of the new two-story industrial stone building was finished last fall and covered in, and will be ready to receive the stores department in a few weeks. The other five sections have been fitted with heating and other apparatus, and are now occupied by the various industries, much to the comfort, convenience and safety of the whole. The old wooden buildings previously occupied by these industries, and also the old sawmill building, have been torn down, and the lumber is being used in fitting up the new buildings and repairing the officers' quarters in the tenement row.

Stone has been quarried and dressed during the winter for the seventh section, which will be built the ensuing season.

J. A. KIRK,
Warden.

MANITOBA.

STONY MOUNTAIN, April 28th, 1908.

The Inspectors of Penitentiaries,
Ottawa.

SIRS,—I have the honour to submit my report, together with crime statistics and other reports in connection with this penitentiary, for the fiscal year ended March 31st, 1908.

Remaining at midnight, March 31st, 1907		175
Received since—		
From common jails	41	
By revocation of license	1	
	—	42
		217
Discharged—		
By expiration of sentence	44	
" pardon	3	
" parole	40	
" deportation	3	
" death	2	
" transfer to Kingston	4	
" Returned, (insane when received)	1	
	—	97
Remaining at midnight, March 31st, 1908		120

The daily average for the year was 140, as against 191 for the previous year.

The work done during the past fiscal year has been extensive and satisfactory. As stated in my last annual report, the new addition to the main prison was completed and occupied on the 23rd April, 1907. The new shops building was subsequently dismantled of temporary cells, the upper half being fitted up as a tailor and shoe shop, and the lower as a carpenter shop.

The excavation for the extension of the shops buildings was proceeded with early in the year, with the result that the foundation was completed before the cold weather set in. The carpenters have also completed most of the window frames and sashes for this building, which will be proceeded with this season.

All the officers' quarters, with the exception of the warden's, deputy warden's and chaplains' quarters, were reshingled during the year, and a rear shed was erected at the chief trade instructor's quarters. The conservatory adjoining the deputy warden's office was removed and replaced by a bow window, the frames and glass from the former being used to provide a closed verandah along the east wall of the hospital, for the benefit of tuberculous and other patients requiring natural warmth and sunshine. The hospital chimney had become impaired to such an extent, by crumbling bricks, as to be a source of danger from fire, and this was pulled down and replaced. The road paralleling the northern boundry, and which when completed will divert all public traffic from the reserve, is well under construction. The residence formerly occupied by the warden is being completely over-

hauled and refitted. All outside walls have been restrapped, lathed and plastered; a cement floor has been laid in the basement; a new heating apparatus has been installed, and a few minor changes effected, which will make the building thoroughly substantial and comfortable. The house recently occupied by the protestant chaplain has been undergoing repairs and alterations.

The engineering department has been kept fully occupied during the year. Besides the large amount of ordinary duties, the following works have been carried out: Removing pipes from all 5 wells, for cleaning out, and replacing same; repairing pump in boiler room, and fixing new suction pipe and foot valve leathers; installing new sanitary improvements in hospital; laying new drain in same; fixing water closet, bucket emptier, bath, sink, etc.; running hot and cold water to same; filling up hot water heater in hospital basement; removing and replacing wash basin in library; supplying new trap and pipes for same; drilling upwards of 2,500 holes for barrier bars; building barriers for 54 windows for new shops; removing old heating system from warden's residence, pipes, furnace, etc.; installing new drains throughout the interior of house; opening up drain to cess pool; cleaning out same and building new man hole; installing new furnace and hot water system in warden's residence; replacing all pipes for water service (hot and cold); plumbing, etc.; carrying main soil pipe through roof, etc.; removing all coils from chaplain's residence.

Owing to the large volume of other building, only a limited amount of work has been done on the boundry wall during the last four years.

It will be seen from the farm instructor's report that the yield from crops was not very favourable during the season of 1907. Owing to an unusually backward spring, seeding did not begin till the middle of May; but in spite of this and alternate spells of dry and wet weather, we harvested 3,000 bushels of oats (one 25 acre field alone yielding 100 bushels per acre); 2,000 bushels of barley; 100 tons of hay; 3,800 bushels of potatoes, and 1,000 heads of cabbage, besides other vegetables. The potato crop was an unusually good one, producing as high as 300 bushels per acre.

During the fiscal year of 1907–8, the returns from farm stock were considerable and profitable. We supplied the prison for convicts rations, with 6,858 lbs. of beef and sold to customers 2,520 lbs. All the pork required for convict rations was raised on the farm, besides 4,773 lbs. of pork and 12,245 lbs. of live hogs sold to customers.

In addition to pork, we might easily raise all the beef required in the prison, and thus entail a very considerable saving in the expenditure for rations. However, before carrying this out, we would require more adequate stable accommodation, as recommended by me some years ago.

The tailor shop has turned out, in addition to a lot of repair work, a large amount of clothing, etc., during the year, consisting chiefly of officers' and prisoners' uniforms, discharged prisoners' clothing, overalls, shirts, towels and bed clothing, and also convict clothing for other institutions.

The shoe shop has also been fully occupied.

The steward's department has been conducted in a thoroughly efficient manner, and no pains have been spared, nor lack of interest manifested by the steward in maintaining a high standard of discipline and completeness, which is most commendable.

I would respectfully suggest that some change be made in respect to prisoners sentenced by the court to be flogged. I feel convinced, that to serve the purpose for which it is imposed, that it should be administered as soon as possible after sentence has been passed, at the nearest common jail to the place wherein the crime has been committed, and not in the penitentiary, a long time after the prisoner's incarceration, by officers unfamiliar with the facts surrounding the case.

I think a most valuable and important system might be adopted, whereby all wardens of penitentiaries could be provided with more particulars in regard to the past character and record of, and the full nature of the crime committed by prisoners sent to them. No such provision is made at the present time in sentencing prisoners to the penitentiaries, and a warden is, in most cases, ignorant of a prisoner's true character, as the warrant merely states "On conviction of John Smith, on a charge of robbery, the following sentence was pronounced, etc."

The parole system appears to work satisfactorily. Forty convicts were released on parole from this penitentiary during the last fiscal year. One hundred and thirty-nine convicts have been released from here on parole since the inception of the system nine years ago, and only one out of this number has had his license cancelled and sent back to undergo the residue of his sentence.

With few exceptions, the conduct and industry of the convicts has been very good, which, to a great extent, can be attributed to the example set them by my officers. So largely must the essential qualities which demand obedience and respect be involved in the daily duties of the staff, that I feel that I cannot too strongly emphasize the importance of selecting the very best men for prison work. I am fortunate in having, on the whole, a loyal, active and willing lot of men, some of whom are most worthy of promotion, and whom I trust will not be overlooked should an opportunity occur to reward them for good service.

A. G. IRVINE,
Warden.

BRITISH COLUMBIA.

SAPPERTON, April 22, 1908.

SIRS,—I have the honour to submit my first report as warden of this penitentiary.

The detailed statements and officers' reports which I transmit herewith contain full information as to number, condition and employment of the convicts, and summary statements of the year's transactions in all departments of our work, except works of construction, which will be dealt with in the general repo t of the a chitect. In these, the progress made has been better in building and roadmaking than upon interior fittings and alterations, partly because the very mild, dry weather during the winter has favoured outdoor work, and partly because there are very few mechanics among the convicts here. We have, however, been able to remove the tailors, shoemakers, blacksmiths, carpenters and painters from the old wooden shops to the new industrial building, thus not only adding materially to the security of the prison, but placing the prisoners and their instructors in healthier and more convenient premises.

The number of prisoners received at this penitentiary during the year exceeded the yearly average of the past nine years by 38, and the greatest number received in any of those years by 25. As this increase is plainly a consequence of the large influx of persons attracted by railway building and other works of development in the province, and as activity along those lines is growing, it is to be feared that the rate of increase will rise, rather than fall. For this reason, work on the improvements designed to further increase the capacity and security of the prison has been pressed towards completion as rapidly as possible, and to some extent at the expense of revenue-producing work.

Our books show that all accounts against the penitentiary for the year have been certified for payment, and that all amounts due the penitentiary, have been collected.

The good fortune which I enjoyed in having Inspector Dawson with me for some days after I took charge, five months ago, has been continued and confirmed by the ready and efficient aid I have received in the discharge of my duties from every member of the staff, of whom I am happy to be able to speak in terms of praise.

JOHN C. BROWN,
Warden.

The Inspectors of Penitentiaries, Ottawa.

ALBERTA.

EDMONTON, ALTA., April 16th, 1908.

Inspectors of Penitentiaries,
Ottawa.

SIRS,—I have the honour to submit my annual report, embracing reports from the various departments of the Alberta penitentiary, together with statistical statements, which contain a full and accurate account of the institution for the twelve months ended March, 31st, 1908.

During the year, extensive improvements have been made, including the following: An addition to the main building, 50 ft. by 30 ft., with large bake oven; plastering, painting and finishing the main building, which now presents a splendid appearance; installing brick-making plant, in which we have already successfully burned one kiln of brick containing about fifty thousand; construction of tramway to the river, nine hundred feet, and with a fall of over two hundred feet, for the purpose of hauling gravel and sand for concrete and clay for making brick.

About five hundred yards of gravel and sand have been hauled up and screened and is ready for use this summer. A good supply of wood for burning brick has been put in the yard. The brush and timber have been cleared off about twenty acres.

The farm proved very successful. Enough potatoes, turnips, and other vegetables were grown to supply the penitentiary. We had also a good supply of green feed for the horses, and very little, if any, will have to be purchased.

All of the work has been done by convict labour.

No accidents occurred during the year, and the health of the convicts has been good.

I am pleased to say that there were no escapes, and that the discipline of the institution has been good.

The deputy warden deserves credit for his constant and untiring supervision; the officers under him, for maintaining the discipline while getting the best work out of those in their respective charges; the matron, for the splendid appearance of her ward and the good work done there.

I regret to say that some of our trained officers have left us, on account of the higher wages paid by the city for police.

M. McCAULEY,
Warden.

APPENDIX C.

SURGEONS' REPORTS

KINGSTON.

To the Warden:

In accordance with the custom, and in compliance with the law, I herewith submit the regular annual report of the operations of the medical department of the Kingston penitentiary, for the year ending March 31, 1908.

During the past year there was considerable sickness amongst the prisoners; but outside of two patients suffering from tuberculosis, one of whom was pardoned on account of the disease being far advanced, and a few cases of fever, there were no actively contagious diseases to report. As usual, many cases of pneumonia swell the list of diseases which appear amongst the officials as well as amongst the prisoners. The wise view has been taken of according liberty, if possible, to those prisoners who are afflicted with, and are in the advanced stages of incurable and fatal diseases. It may be remarked that, in view of the large number of cases of tuberculosis which exists in institutions usually, we have been comparatively free from this disease.

The prison, generally, has been kept clean and in a good sanitary condition. With this end in view, a large body of the inmates is selected for this important work. Disinfectant material has been vigorously employed daily in these operations, and every accessible place where germs find lodgment is reached by those engaged in this necessary duty. The destruction of these omnipresent vegetable organisms prevents the spread of disease, and the non-observance of even the most simple sanitary instructions has been the cause of the sacrifice of thousands of lives annually; and in this progressive age of civilization, the progress of medical science is not only directed to the cure of the disease, but to the prolongation of life.

The ventilation and heating in the dormitories, workshops and other parts of the prison, has given every satisfaction, and the prisoners have been made very comfortable in these important matters for their physical well-being.

The sewage works have been operated with much care, and have been kept entirely free from all objectionable odors which might affect the health of the prisoners.

The water used for drinking purposes was analyzed during the year, and was found free from all organic or deleterious materials. In such an important and absolutely necessary article for health, the institution is singularly favoured.

There was the usual amount of sickness amongst the officers, many of whom were invalided for considerable time before being able to resume their duties. Unfortunately, owing to serious and incurable maladies, and the prospect of again never being able to perform the duties required of them, four members of the staff were obliged to retire from the service, after prolonged illness. Two officers suffered from appendicitis during the year, and two from typhoid fever. It is with much regret I have to report the death of Instructor Young, who died after an illness of two weeks from a complication of diseases. Amongst the officers no man was more esteemed.

Six prisoners died during the year, the smallest number which has occurred for many years. Mostly all of them were physically below the average, owing to their former irregular methods of living.

The hospital has been renovated during the year, and is kept clean and sanitary, and always ready for the reception of patients. The sick have been assiduously cared for, and all directions have been diligently carried out by those en

gaged in that work, which is often exacting in its demands. To assist nature by directions, is all the physician, however eminent, can do, and the surgeon, in the healing of wounds, can accomplish.

Insane ward.—This ward always presents a bright appearance, and is kept in a very sanitary condition. Those engaged in looking after this department have been most painstaking in their work. The heating arrangements have been very satisfactory, and the inmates have been made very comfortable.

Female ward.—There has been more sickness in this ward than in former years, but as a rule, all enjoy good health. The matron and her assistant keep this department bright and clean.

Accidents.—One prisoner had one of his eyes destroyed by being accidentally struck with a stone, being the only accident of the year.

The usual returns of the hospital overseer are transmitted herewith.

DANIEL PHELAN, M. D.,
Surgeon.

STATEMENT OF EXPENDITURE FOR DRUGS AND MEDICINES.

Stock on hand March 31, 1907	$ 292.56	
Drugs and medicines purchased	485.00	
		$ 777.56
Drugs on hand March 31, 1908	295.64	
Received for medicines supplied officers	122.88	
		418.52
Net expenditure for drugs		$ 359.04
Per capita cost		0.77½

SESSIONAL PAPER No. 34.

RETURN of Sick Treated in Hospital from March 31, 1907, to March 31, 1908.

	Remained.	Admitted.	Total.	Died.	Discharged.	Remaining.
Abscess		10	10		10	
Appendicitis		3	3		3	
Bronchitis		82	82		79	3
Bubo		2	2		2	
Burn		2	2		2	
Cancer		1	1			1
Chorea	1		1			1
Colic		19	19		19	
Constipation		6	6		6	
Contusion		7	7		7	
Cystitis		1	1		1	
Debility		28	28		25	3
Diarrhœa		21	21		21	
Dysentery		1	1		1	
Enuresis		1	1		1	
Epilepsy		5	5	1	4	
Epistaxis		1	1		1	
Febricula		3	3		2	1
Fever		2	2	1	1	
Fistula		1	1		1	
Fracture	1	1	2		2	
Frozen toe		1	1		1	
Furunculus		3	3		3	
Gonorrhœa		1	1		1	
Haemophilia		1	1		1	
Hæmoptysis		7	7		6	1
Hæmorrhoids	1	3	4		4	
Heart disease	1	15	16		16	
Hernia		1	1		1	
Hordeolum		1	1		1	
Hydro-thorax		1	1		1	
Indigestion		24	24		22	2
Influenza	1	14	15		15	
Injury to eye		1	1			1
Insomnia		1	1		1	
Jaundice		1	1		1	
Laryngitis	1		1		1	
Lumbago	1	17	18		18	
Malingering		9	9		9	
Mania		1	1		1	
Mastoiditis		1	1		1	
Melancholia		2	2		2	
Migraine		1	1		1	
Myalgia		1	1		1	
Neuralgia		1	1		1	
Neurasthenia		1	1		1	
Onychia		1	1		1	
Ophthalmia		7	7		7	
Orchitis		2	2		2	
Otitis		1	1		1	
Paralysis	1		1		1	
Peritonitis		1	1		1	
Pleurisy		1	1		1	
Pneumonia	1	9	10	1	7	2
Prostatitis	1		1		1	
Retention of urine		1	1		1	
Rheumatism	3	40	43		42	1
Septicæmia		2	2		2	
Scleritis		7	7		5	2
Sprain		1	1		1	
Stomatitis		1	1		1	
Stricture		4	4		3	1
Syncope		1	1		1	
Tenea solium		1	1		1	
Tonsilitis		9	9		9	
Torticollis		1	1		1	
Tuberculosis	1	1	2	1	1	
Ulcer		4	4		4	
Vaccinia	1	15	16		16	
Wound		2	2		2	
	15	418	433	4	410	19

RETURN of Deaths in Hospital.

Names.	Age.	Disease.	When Admitted.	Died.	Country.	No. of Days in Hospital.
			1907.	1907		
Reid, George	19	Pneumonia	June 23	July 14	U. S. A	21
Callaghan, Mary	40	Tubercolosis	May 18	October 25	Ireland	160
Faberinto, Dom	45	Fever	Nov. 29	Dec. 20	Italy	21

RETURN of Criminal Insane Convicts in the Insane Ward from 1st April, 1907, to 31st March, 1908.

Distribution.	Male.	Female.	Total.
Remained under treatment on March 31st, 1907	23	.....	23
Since admitted—			
Kingston Penitentiary	20	.....	20
St. Vincent de Paul Penitentiary	2	.....	2
Manitoba Penitentiary	4	.....	4
Total number under treatment during the above period	49	.....	49
Discharged—			
Cured	11	.....	11
Improved sufficiently to resume work	8	.....	8
Died	3	.....	3
Remaining under treatment on March 31st, 1908	27	.....	27

OBITUARY.

No.	Reg. No.	Age.	Date of Death.	Duration of Insanity.	Proximate Cause of Death.
D	655	31	April 29, 1907	71 days	Paralysis.
D	245	24	July 21, 1907	5 years, 291 days	Paralysis.
E	290	25	March 2, 1908	1 year, 235 days	Epilepsy.

ST. VINCENT DE PAUL.

St. Vincent de Paul, April 1st, 1908.

To the Warden:

I have the honour to submit to you my annual report for the fiscal year 1907-08. Nothing very important occurred during the year in the medical department. Only one convict seriously ill for many days by typhoid fever. The patient was immediately removed to a separate ward, and after four months he was working.

PATIENTS TREATED IN HOSPITAL.

Diseases.	No.	Diseases.	No.
Abscess	1	Heart disease	3
Adenite	1	Impetigo	1
Amygdalitis	3	Neurasthenia	2
Bronchitis	1	Rupture	1
Cancer	1	Rheumatism	3
Colitis	3	Scrofulose	1
Contusions	3	Sprained foot	1
Constipation	3	Typhoid fever	1
Depression	6	Tuberculosis	4
Diarrhœa	9	Wounded arm	1
Fracture of rib	1		

DEATH.

One convict, Adelard Demers, died during the year by hypertrophy of the heart.

8,761 consultations were given to officers and convicts.

TRANSFERRED AS INSANE.

Sanford Commission and Joseph Dechesne.

AD. ALLAIRE, M. D.,
Surgeon.

Hospital Overseer's Report for the year ending the 31st March, 1908.

Amount of drugs on hand 31st March, 1907	$ 197.83	
" purchased during the year	284.57	
		$ 482.40
Amount of drugs sold to officers during year	$ 31.21	
" on hand	192.97	
		224.18
Net expenditure of drugs		$ 258.22
Cost per caput		.64

D. O'SHEA,
Hospital Overseer.

DORCHESTER.

DORCHESTER, April 1st, 1908.

To the Warden:

I have the honour to submit my annual report for the year ended March 31st, 1908.

CASES TREATED AT THE DISPENSARY.

Diseases.	Remained.	Admitted.	Discharged.	Remaining.
Abscess		4	4	
Acidity		37	37	
Asthma		3	3	
Boils		15	15	
Bronchitis		5	5	
Burns		8	8	
Cardialgia		12	12	
Catarrh, nasal		35	35	
Cephalagia	1	47	48	
Chills		6	6	
Colds		59	59	
Colic	1	22	23	
Contusions	2	28	30	
Costiveness	2	75	77	
Coughs	1	68	69	
Cutaneous eruptions		12	12	
Debility		12	11	1
Diarrhœa		75	75	
Dysentery		12	12	
Dyspepsia		10	10	
Gonorrhoea		6	4	2
Heart disease		7	7	
Hernia		6	6	
Hæmorrhoids	1	16	17	
Incontinence		12	12	
Indigestion		30	30	
Influenza	3	15	18	
Epilepsy	1		1	
Enlarged glands		1		1
Insomnia		13	13	
Lumbago		25	25	
Neuralgia	1	60	61	
Opthalmia	1	18	19	
Otitis		7	6	1
Pyrosis		1	1	
Retention		8	8	
Rheumatism		33	30	3
Scrofula		2	2	
Sore throat	1	50	51	
Sprains	1	13	14	
Stomatitis		32	32	
Stricture		6	6	
Syphilis		4	4	
Teeth extracted		123	123	
Tonsilitis		25	25	
Tuberculosis		2	1	1
Varicocele		3		3
Wounds		37	36	1

CASES TREATED IN THE HOSPITAL.

Diseases.	Remained.	Admitted.	Total.	Discharged.	Died.	Remaining.
Contusions		2	2	2		
Debility	3	1	4	3	1	
Diarrhœa		1	1	1		
Epilepsy		1	1	1		
Fistula		1	1	1		
Grippe	1		1	1		
Heart disease (valvular)		1	1			1
Rheumatism	1	1	2	1		1
Stricture		1	1	1		
Tuberculosis		2	2	1	1	
Wounds		1	1			1
	5	12	17	12	2	3

STATEMENT OF EXPENDITURE FOR DRUGS AND MEDICINES.

Stock on hand March 31st, 1907	$ 233.97	
Drugs and sundries purchased	195.15	
		$ 429.12
Less—		
Drugs on hand March 31st, 1908	$226.52	
Received for medicines supplied officers	59.25.	
		$ 285.77
Net expenditure for drugs		$ 143.35
Per capita cost		.68

E. T. GAUDET, M.D.,
Surgeon.

MANITOBA.

STONY MOUNTAIN, MAN., April 8th, 1908.

To the Warden:

SIR,—I beg to submit my report for the year ended March 31st, 1908.

During the past year, the health of the convicts has been very good. Excepting some cases of typhoid fever and consumption, we have had no serious cases.

There were two deaths, both due to consumption. Three convicts became insane, and two were insane when received. There were no accidents.

During the year, I vaccinated all convicts who had not been vaccinated within the last five years.

The health of the officers has been very satisfactory. The number of days absent from duty on account of sickness was 188; last year, the number of days was 234.

The usual statements are appended.

R. W. NEILL, M.D.,
Surgeon.

STATEMENT OF EXPENDITURE FOR DRUGS AND MEDICINES.

Stock on hand March 31st, 1907	$ 207.25	
Drugs and sundries purchased	136.32	
		$ 343.57
Drugs on hand March 31st, 1908		185.82
		$ 157.75
Drugs condemned	$ 14.60	
Drugs to stables, etc	1.75	
Drugs sold to officers	42.53	
		58.88
Net expenditure for year		$ 98.87
Per capita cost		.71

CASES TREATED AT THE DISPENSARY.

Diseases.	No.	Diseases.	No.
Adenitis	2	Insomnia	6
Abscesses	2	Itch, prairie	1
Acne, rosacea	11	Lumbago	28
Anæmia	11	Malaria	3
Biliousness	3	Neuralgia	6
Boils	2	Opthhalmia	24
Bruises	9	Pharangitis	9
Bursitis	2	Palpitation	2
Bright's disease	5	Pains, indefinite	15
Catarrh, nasal	10	Ruptures	2
Catarrh of ears	18	Rheumatism, chronic	28
Chapped hands	5	Sciatica	2
Colds	264	Sprains	12
Colic	2	Stye	2
Constipation	194	Seborrhœa	1
Cramps	3	Syphilis	16
Corns	4	Teeth extracted	14
Cystitis	23	Toothache	22
Consumption	1	Tubercular adenitis	1
Chillblain	1	Tonsilitis	24
Diarrhœa	44	Torticollis	1
Endocarditis	1	Ulcers	15
Epilepsy	2	Varicose veins	1
Eczema	41	Warts	5
Frost bites	1	Worms, tape	2
Gleet	3	Worms, pin	3
Gravel	8	Wounds	7
Gonorrhœa	3		
Headache	29		
Hæmorrhoids	10		
Hæmorrhage of lungs	1		
Hives	1		
Indigestion	105		
Influenza	12		

CASES TREATED IN HOSPITAL.

Diseases.	Remained.	Admitted.	Discharged.	Died.	Remaining.
Anæmia	1	2	2		1
Abscesses		2	2		
Abrasions		3	3		
Acnae		2	2		
Attempted suicide		1	1		
Bruises		4	4		
Boils	1	3	4		
Bilious		2	2		
Bronchitis		42	37		5
Cystitis		2	2		
Colics		2	2		
Consumption	2	12	12	2	
Diarrhœa		17	17		
Enlarged gland		1			1
Fractures		1	1		
Foreign body in eye		2	2		
Frost bites		1	1		
Hæmorrhage from nose		1			1
Headache		6	6		
Hypochondria	1		1		
Influenza		8	8		
Insanity		5	5		
Indigestion		22	21		1
Lumbago		7	7		
Lat. curvature of spine		1	1		
Malaria		2	2		
Malingering		1	1		
Neuralgia		5	5		
Ophthalmia		2	2		
Pleurisy	1		1		
Pharangitis		1	1		
Pain in side		1	1		
Palpitation of heart		1	1		
Piles		1	1		
Rheumatism, acute		2	2		
Rheumatism, chronic		7	7		
Stricture, urethral	1		1		
Shingles		1	1		
Syphilis		3	3		
Tape worms		6	6		
Typhoid fever	1	3	4		
Tuberculosis of knee		1	1		
Tonsilitis		3	3		
Ulcers		2	2		
Vaccination		5	5		
Varicose veins		1			1
Weak eyes		1			1
Wounds		6	6		

BRITISH COLUMBIA.

NEW WESTMINSTER, 1st April, 1908.

To the Warden:

SIR,—I have the honour to submit my annual report for the year ended 31st March, 1908.

The year has presented nothing of an unusual nature. The health of the convicts, as a rule, has been good, although two deaths occurred, as will be seen by the accompanying table. The convict referred to last year as having jumped from the gallery to the ground has made some slight improvement, and has been discharged from hospital as being as well as he is ever likely to be. He is able to do light work about the wing.

W. A. DE WOLF SMITH, M.D.,
Surgeon.

DEATHS DURING THE YEAR.

Name.	Age.	Disease.	Date of Admission.	Date of Death.	Nativity.	Days in Hospital.
Ross, John	35	Bronchial asthma	1907. June 10th	June 10th	English	1
St. Paul, George	37	Tuberculosis	1908. January 23rd	1908. Feb. 18th	Indian	27

CASES TREATED IN HOSPITAL.

Diseases.	Remained.	Admitted.	Total.	Discharged.	Died.	Remaining.
Abscess		2	2	2		
Adenitis		1	1	1		
Bronchial asthma		1	1		1	
Colds		3	3	3		
Constipation		1	1	1		
Fractured ribs		1	1	1		
Gumboil		1	1	1		
Headache		1	1	1		
Indigestion		2	2	1		1
Fall	1		1	1		
Lumbago		1	1	1		
Neuralgia		1	1	1		
Orchitis		1	1	1		
Pain in back		1	1	1		
Sore toe		1	1	1		
Salivation		1	1	1		
Tuberculosis		1	1		1	
Ulcers		2	2	2		
Vaccination		4	4	4		
Total	1	26	27	24	2	1

Number of days spent in hospital, 458.

PATIENTS TREATED OUTSIDE OF HOSPITAL.

Diseases.	No.	Diseases.	No.
Abscess	1	Lumbago	9
Anorexia	16	Neuraglia	11
Adenitis	3	Otorrhœa	2
Asthma	3	Psoriasis	1
Acne	2	Pain in chest	12
Biliousness	16	Pain in abdomen	4
Bronchitis	3	Pain in back	24
Boils	1	Pediculi	2
Conjunctivitis	2	Rheumatism	39
Colds	63	Sprains	3
Constipation	253	Synovitis	2
Coughs	36	Spermatorrhœa	1
Corns	3	Stricture	1
Coryza	15	Stiff neck	1
Colic	3	Sore throat	15
Contusion of eye	1	Sore eyes	1
Diarrhœa	24	Toothache	11
Eczema	8	Teeth extracted	22
Erysipelas	1	Tumor	1
Earache	2	Ulcers	8
Fracture of ribs	1	Vaccination	4
Gumboil	4	Varicocele	1
Gonorrhœa	2	Weak eyes	13
Headache	24	Wound of nose	1
Hernia	3	Wound of hand	2
Hæmorrhoids	7	Wound of finger	3
Indigestion	56		
Insomnia	7	Total	754

Number of prescriptions filled, 1,491.

STATEMENT OF DRUGS AND MEDICINES.

Value of drugs on hand April 1, 1907	$ 211.49	
" purchased 1907–08	158.12	
		$ 369.61
Received for medicines supplied officers	19.37	
Value of drugs on hand March 31, 1908	243.07	262.44
Net cost of drugs		$ 107.17
Per capita cost		.75

ALBERTA.

EDMONTON, March 31st, 1908.

To the Warden:

I have the honour to submit report for the year ending March 31st, 1908. The health of the prisoners has been good, and the institution has been free of any epidemic or contagious disease.

There have been no severe accidents. A life prisoner, aged 73, died with pneumonia.

The sanitary condition of the institution is satisfactory.

The health of the officers has been much better than last year, on account of the weather being much more favourable. The number of days absent by officers on account of sickness was 33.

There were 45 prescriptions dispensed for the officers and 584 prescriptions filled for the prisoners.

The officers paid $8.20 for drugs. The drugs dispensed to the convicts amounted to $67.62.

ALEX. FORIN,
Surgeon.

CASES TREATED IN PRISON.

Diseases.	No.	Diseases.	No.
Anæmia	1	Otitis	2
Abscess	2	Operation to remove tuberculous glands	1
Adenitis, tubercular	3	Operation to remove tonsils and adenoids	1
Acne	1	Periostial abscess	2
Burns	1	Periostitis	3
Bronchitis	26	Pharyngitis	7
Catarrh, nasal	2	Pneumonia	1
Constipation	81	Pleuridynia	1
Conjunctivitis	2	Pediculosis	3
Chapped hands	14	Rupture	3
Cystitis	3	Rheumatism, muscular	4
Cephalgia	3	Rheumatism, articular	6
Colic	1	Surgical dressings	26
Coriza	4	Scalds	1
Dressing vaccinated arm	2	Sunburn	4
Dysmenorrhœa	1	Sprain	3
Diarrhœa	62	Torpid liver	25
Eczema	6	Tonsolitis	13
Goitre	1	Toothache	9
Hæmorrhoids	2	Typhoid fever	1
Indisposition	13	Teeth extracted	13
Insomnia	2	Tuberculosis	2
Indigestion	27	Ulcer	2
La grippe	34	Wounds	5
Lumbago	10		
Nephritis	13	Total	463
Neuralgia	8		

Drugs, instruments, etc., on hand March 31st, 1907	$ 156.73	
Drugs, instruments, etc., purchased during the year	182.79	
		$ 339.52
Drugs used by convicts during the year	67.62	
Drugs sold to officers during the year	8.20	
		75.82
Drugs, instruments, etc., on hand March 31st, 1908		$ 263.70
Average cost per capita		.96

APPENDIX D.

CHAPLAINS' REPORTS

KINGSTON.

PORTSMOUTH, April 20th, 1908.

To the Warden:

SIR,—I have the honour to make my fifth report as the Protestant Chaplain of Kingston Penitentiary.

On March 31st, there were under my charge 327 prisoners. Males, 324; females, 3; divided according to their religious beliefs as follows:—

Church of England	131
Methodist	80
Presbyterian	62
Baptist	22
Lutherans	18
Jews	5
Greek Catholic	2
Salvation Army	2
Adventist	1
Quaker	1
Disciples	1
Congregationalist	1
No creed	1
Total	327

During the past year, our chapel services have been attended by several clergymen and laymen, who gave excellent sermons and addresses, from which we derived much pleasure and profit. Two of the visitors were the Bishop of Algoma and Professor Dupuis of Queen's College. The latter, at my request, and with particular reference to the paintings on the chapel wall, gave a lecture on Art as a means of instruction, and as the handmaid of religion. The letcure was greatly enjoyed. Also, several gentlemen from the city have taken part in our song services.

The attention of the public is often called to the case of the youthful criminal, of which class there are about forty under twenty years of age in this prison. How to deal with them is a difficult problem, and causes much anxiety. I come in touch with some of these boys every day; and it is painful to see, at least in the case of some of them, how, as they become accustomed to their surroundings, signs of sorrow and fear and sense of shame wear away. This surely is, in some measure, the result of intercourse with men of harder hearts and more corrupt natures than their own. For these boys affect the company of their elders, and like it; and it is known that some of the older men take pleasure in corrupting the minds of the younger. Allow me to express my agreement with the proposition which has often been discussed, that an institution differing from that at Mimico and the penitentiary—a kind of intermediate one—may be what is required as a place of discipline for criminal youths.

The regular services on Sundays and holy days, and the weekday classes, have been held, and the sick constantly visited.

A. W. COOKE,
Protestant Chaplain.

PORTSMOUTH, April 20th, 1908.

JNO. M. PLATT, Esq.,
Warden, Kingston Penitentiary.

SIR,—In conformity with the custom of forwarding a report in relation to chapel affairs, I hereby submit to you my tenth report as catholic chaplain of the Kingston Penitentiary, for the past fiscal year.

I find, therefore, that our chapel register shows us to have as adherents to the catholic faith, 146 men and 9 women, an increase of seven males and no females upon last year's figures.

Things have gone on in the usual pleasant and satisfactory manner in connection with the management of chapel affairs and the duties incident thereto.

Religious services were held, as usual, at 8.45 on Sunday mornings and festival days, and at 1:45 on Sunday afternoons throughout the year.

The regular and exemplary discipline carried out by the officers of the institution during their attendance at the services tended greatly to render more fruitful the chaplain's efforts for the moral improvement of the convicts. To them and to other officials with whom I have come in contact in the discharge of my duties, I offer the expression of my most sincere gratitude in return for past kindnesses.

M. McDONALD,
Roman Catholic Chaplain.

ST. VINCENT DE PAUL.

ST. VINCENT DE PAUL, March 31st, 1908.

To the Warden:

I beg to forward my annual report concerning the Roman Catholic chapel for the fiscal year ending to-day.

Three hundred and nineteen men were representing the Roman Catholic population a year ago, and to-day 321 are inscribed on the register.

During the year, have arrived from the different courts of justice of the province (with 1 from Kingston) 127; have been released, 90; died, 1; were transferred to Kingston, 2; were pardoned, 4; and profited by the parole, 28.

The convicts prove more and more recollected and pious in our chapel, now completely restored.

The singing is good and by times artistic. The number of confessions and communions is increasing, owing partly to the chief apostleship efficacious in here, the good example of the inmates.

Allow me, sir, to express my sincere thanks for the work done in behalf of our chapel, and the sacristis of the same now in the hands of the mechanics.

I offer, sir, all my gratitude to you and such as have helped me in the discharge of my duties.

L. O. HAREL, Priest,
Roman Catholic Chaplain.

St. Vincent de Paul, 1st April, 1908.

To O. Beauchamp, Esq., Warden:

Sir,—I have the honour to present my thirteenth report as protestant chaplain of this institution for the year ending March 31st, 1908.

The behaviour of the men in chapel continues to be good, and I am pleased to see that the number of those who kneel during the prayers is increasing. While aiming at making this the general rule, I wish compliance with it to be entirely voluntary. One convict has been baptized, and another is under instruction preparatory to baptism. There has been a slight increase in the number of communicants, and letters from some of those discharged are a source of encouragement to me in my work.

I should like to see the benefits of the school placed within the reach of a larger number of those who are desirous of profiting by them.

The library is well patronized, and is, I am persuaded, an important aid in the maintenance of discipline.

The movement of convicts for the year:—

Remaining on the 31st March, 1907	78	
Since received	36	
		114
Discharged	19	
Licensed	14	
Pardoned	2	
Deported	1	
		36
Remaining 31st March, 1908		78

Creed of the 36 received during the year:—

Church of England, 20; Presbyterian, 9; Baptist, 2; Lutheran, 2; Methodist, 1; Universalist, 1; unclassed, 1..... 36

Country of Birth:—

Canada, 20; England, 4; Scotland, 2; Ireland, 1; U. S. A., 3; France, 1; Germany, 3; New Zealand, 1; Jamaica, 1..... 36

While not unmindful of the fact that "the chaplain's duty is to attend to the spiritual needs of those under his care," I may, nevertheless, state that the performance of that duty is often made difficult; as, for instance, when he has to minister to the sick in a punishment cell, when they should be in the hospital. Neither do I feel that I am overstepping the limits of the chaplain's sphere of duty if I express the opinion that the hospital was not provided for the benefit of the incurable, or moribund, exclusively.

I cannot close this report without alluding to the prompt and liberal response from the Prisoners' Aid Association, with which my applications for assistance for discharged prisoners are always met.

I beg to remain,

Yours most obediently,

J. ROLLIT,
Protestant Chaplain.

DORCHESTER.

Dorchester, N. B., March 31st, 1908.

To the Warden:

I have the honour to present my report as protestant chaplain in the Dorchester Penitentiary for the year ending March 31st, 1908.

The register, which has been faithful y kept, gives the following statistics:—

In custody, March 31st, 1907	119
In custody, March 31st, 1908	141
Of this number, eleven are females	11
Total admitted during the year	74
Discharged by time expiration	25
Liberated on parole	22
Discharged by pardon	1
Deported	1
Died during the year	1

The following list gives the complete registration by creeds:—

Church of England	66
Baptist	33
Presbyterian	20
Methodist	20
Luthe an	1
Methodist Episcopal	1
Total	141

It will be seen by the above figures that a total of 193 have been under my spiritual direction during the year.

Chapel services have been regularly sustained throughout the year. Death invaded our ranks once. The deceased was buried in the prison burial ground, but not until an unsuccessful attempt had been made to locate his relatives.

Two important visits added greatly to the pleasure of my work during the year. On September 22nd, Right Reverend J. A. Richardson, D. D., the Lord Bishop of New Brunswick, on invitation of the chaplain, visited the institution and administered the sacred rite of confirmation to one candidate. On Monday, February 17th, we had as distinguished visitors, Commissioner Coombs and Colonel Pugmire, of the Salvation Army.

On both of the above occasions, notable addresses were delivered and very helpful services were held, in the presence of all the protestant prisoners.

Two communion services have been held, and the ordinance of baptism has been twice administered.

It is a pleasure to state that a high standard of discipline is maintained, and the deportment of the prisoners, in all chapel exercises, is eminently satisfactory.

In my constant endeavours to be faithful, I have been greatly assisted, and not a little encouraged, by the goodwill and hearty co-operation of yourself, the deputy warden, the matrons and the entire staff.

Mention should also be made of the devoted efforts of our efficient organist.

BYRON H. THOMAS,
Protestant Chaplain.

DORCHESTER, N. B., March 31st, 1908.

To the Warden:

I have the honour to submit to you my annual report for the fiscal year ended March 31st, 1908, on which date I had 90 male and 4 female convicts, making a grand total of 94, as against 75 in my last report.

Allow me to again emphasize my sincere sense of gratification to experience such consolations and pleasure in the smooth discharge of the duties of my office, brought about, undoubtedly, on the one hand, by the blessings of the Almighty, and on the other hand, by the good will and christian spirit of those who with me co-operate in this work.

Praise be to God! We are blessed with a remarkable good discipline amongst the convicts.

The school is doing good work. The libraries are well conducted. The choir is rendering the chants for divine service in a manner both efficient and edifying.

In the chapel, where I meet the convicts, either at catechism classes on week days, or at mass on Sundays, their general demeanor is commendable.

I surmise it is establishing a record in favour of these poor prisoners to state that during my twenty years' ministration amongst them, I never had a single occasion to report a man for misconduct.

There is nothing of an unusual character to report beyond the death, last May, of one of the men under my spiritual charge.

The gentlemanly intercourse with, and civility of, officials, I highly appreciate.

A. D. CORMIER, Priest,
Roman Catholic Chaplain.

MANITOBA.

STONY MOUNTAIN, April 10th, 1908.

To the Warden:

SIR,—In submitting this, my first report as protestant chaplain, I wish to refer to the loss this institution has sustained in the death of the late chaplain, Rev. F. M. Finn.

His ripe experience and wide knowledge of men eminently fitted him for the position he so long and ably filled. His fatherly counsels and sage sayings will long linger in the minds of the men who profited by them.

My experience as chaplain has been so short, only dating from December, that I am scarcely prepared to enlarge a report farther than to record the surprise it has been to me to see the eagerness with which many of the men grasp religious instruction, and their sincere desire to rise to a new manhood.

I am looking forward to the joy of being a help to them in attaining a better life.

I am thankful for your assistance, as well as the assistance of the officers, in making this institution a place of reformation of character.

Convicts on register March 31st, 1907	117	
Received during the year	32	
		149
Discharged:—		
By expiration of sentence	33	
pardon	3	
parole	27	
death	1	
transfer to Kingston	2	
		66
Number remaining on register April 1st, 1908		83

Creeds, as given by themselves on entering:—

Church of England	36	
Presbyterian	16	
Methodist	14	
Lutheran	9	
Baptist	4	
Unitarian	1	
Disciple	1	
No creed	2	
		83

Abstainers	13	
Temperate	45	
Intemperate	25	
		83

S. W. L. STEWART,
Protestant Chaplain.

St. Boniface, 7th April, 1908.

To the Warden:

I have the honour to submit to you my annual report.

I have no special remarks to make with reference to those confided to my care.

ARTHUR BELIVEAU, Priest,

Roman Catholic Chaplain.

BRITISH COLUMBIA.

New Westminster, April 1, 1908.

To the Warden:

I have the honour to present my report as Protestant Chaplain of this penitentiary for the year ending March 31, 1908.

Convicts remaining March 31, 1907	90	
Convicts received during fiscal year	55	
Total ministered to during the year		145
Discharged	22	
Paroled	17	
Pardoned	3	
Liberated by order of court	1	
Escaped	4	
	—	47
Total under my charge March 31st, 1908		98
Creeds:—		
Church of England	26	
Methodist	22	
Buddhist	17	
Presbyterian	15	
Lutheran	6	
Baptist	5	
Jewish	1	
Seventh Day Adventist	1	
No creed	5	
Total		98

Referring to men received since my last report, sixteen are total abstainers, seventeen are temperate, and twenty-one are intemperate.

There are eleven lads under the age of twenty-one years, nine, at least, of whom are first offenders. These are cases that appeal to one very strongly, and I cannot refrain from expressing the strong hope that the time is not far distant when some wise plan will be devised for dealing with such cases.

Not taking into consideration Orientals, I find that in one case the home influence has been very good; in twenty cases, good; in eleven cases, fair; in six cases, poor; in five cases, bad; and in five cases there has been no home influence.

The services have been held regularly, and the conduct of the men in the chapel has been good.

My personal work among the men is a source of great pleasure to me. It is only in personal conversation that one realizes the vast possibilities that underlie this work. It may only be a stray word, but cases have not been wanting where it has touched a spring and a heart has opened.

There is a Divine spark in every nature if we can only find out how to fan it into flame. It may be a long time to wait for the harvest. It is our duty to sow the seed. The harvest is in God's hands.

I take this opportunity to thank you, the deputy warden, and all the officers for their courtesy and kindness.

ALBERT EDWARD VERT,
Protestant Chaplain.

April 22, 1908.

To the Warden.

SIR,—Having discharged the duties of the Catholic Chaplain of the penitentiary for the greatest part of the year on account of the poor health of Revd. Fr. Peytavin, I beg to present the report for the year ended March the 31st.

The number of convicts entered on the register of the Catholic Chaplain is now 53. The most striking remark to be made about those who are received, is their extremely poor knowledge of religion. Out of those 53 actually under my care I can hardly count six or seven who were practical catholics before coming to the penitentiary. (By practical I meang oing to church and receiving the Sacraments.) More than twenty were catholic by name only and never had any catholic training or instruction, while the rest had totally left the church for from two to ten years.

Now I count a little more than one half of the convicts who receive the sacraments and a few others have asked for special instructions.

The attention at the services is very good, with of course a few exceptions. The choir is rather poor, owing to the lack of good singers in the congregation.

In conclusion I must say that most of the convicts derive a real benefit from the attendance to the services, and try to better themselves; the exceptions are to be found rather amongst the youngest ones and those who have never had any religious training.

I must also thank the officers for their kindness and the courtesy they have always shown me.

E. LAMBOT, O.M.I.
Act. Roman Catholic Chaplain.

ALBERTA.

EDMONTON, April 9th., 1908.

To the Warden.

As protestant chaplain of the Alberta penitentiary, I have the honor to present to you my annual report for the year ended March 31st, 1908.

At the close of the last fiscal year there were thirty eight protestant prisoners in confinement. There were thirty admitted during the year, nineteen discharged, one death, and one Roman Catholic who had claimed to be a Protestant on committal, and who had asked to be transferred to the care of his own church during the year. His request was granted. This left us with forty seven at the close of the year, and three of these were females.

Services for the men have been held regularly every Sunday morning and visitations were made during the week whenever requests for the same were made by any of the prisoners. A short service was also held during the week for the female prisoners. The interest and attention on all occasions have been quite manifest, and a few have spoken of benefit received through the services and visitations.

A properly equipped chapel would be of great assistance in the services and make them more attractive and perhaps add to their effectiveness.

There is a good library consisting of about seven hundred volumes of carefully selected books. This is greatly appreciated by the men and duly patronized.

In conclusion I must thank the warden, the deputy warden, the matron and the other officials for their uniform kindness and courtesy to me while in discharge of my duty as chaplain.

D. G. McQUEEN,
Protestant Chaplain.

EDMONTON, 9th April, 1908.

To the Warden.

I have the honour of presenting the annual report as Acting Roman Catholic Chaplain of the Alberta Penitentiary for the year ended March 31st, 1908.

Divine service has been held regularly, twice on Sundays and holidays during the year. The conduct of the convicts at the time of the service, and their attention to instruction have been all that could be desired. Most of the convicts have several times performed their religious duties during the year. It is a sign of progress in their moral reform. Their devotion is certainly expressed by their manner of singing and praying. They are all grateful for the private visits that I pay to them. They were greatly pleased and encouraged by the two visits that His Lordship, Right Reverend Bishop Legal of St. Albert, paid to them during the year.

Without any exception, they speak in terms of praise of the fair and just treatment they receive from the officers.

In closing, I beg to thank you and also the deputy warden and officers for uniform courtesy and cheerful assistance in the discharge of my duty.

ALPH. DESMARAIS, PTRE. O.M.I.
Acting Roman Catholic Chaplain.

APPENDIX E.

SCHOOL INSTRUCTORS' REPORTS

KINGSTON.

KINGSTON, ONT., April 1st, 1908.

To the Warden.

I have the honour to submit my thirteenth annual report of the school in this penitentiary for the year ended March 31st, 1908.

The total number enrolled during the year was sixty four. Of this number twenty three passed out capable of reading and writing and with a fair knowledge of the elementary rules of arithmetic; six retired owing to expiration of sentences.

The present attendance is thirty-five. The studies of these are divided as follows:—

Reading in part I.....15
Reading in part II 8
Reading in second book and writing..... 8
Reading in third book, writing and arithmetic.. 4

The school has been conducted by Mr. Begg, assistant, in a most satisfactory manner. Good progress has been made. Conduct and discipline all that could be desired.

W. A. GUNN,
School Instructor.

LIBRARY RETURNS.

	Total Number of Volumes in Library	Number added during year.	Average Number of Convicts who used Works.	Total Number of Issues during the Year.
General library	3,950	150	472	24,544
Protestant library	350	.....	147	7,351
Roman Catholic library	355	.....	122	6,122
Total	4,655	150	741	38,017

100 bound volumes of magazines were condemned and discarded.

ST. VINCENT DE PAUL.

March 31st, 1908.

To the Warden.

I have the honour to present you my second annual report of the French school for the fiscal year ending to-day.

During the year twenty-five convicts were registered and classified as follow;—

Eight in the primer and writing.

Five in the second reader, arithmetic and writing.

Four in the third reader, arithmetic and writing.

Three in the fourth reader, arithmetic and writing.

Six in the Fasquell's French Course.

Books, slates, pencils and copy books were given by the English instructor and myself to one hundred and thirty nine convicts to study in their cells.

The attendance at school has been very regular and the conduct has been most satifactory.

I beg to thank my superiors for their support in the discharge of my duty.

G. J. RENEAULT,
French School Instructor.

March 31st, 1908.

To the Warden.

I have the honour to submit you my report of the English school of this penitentiary for the fiscal year 1907-1908.

During the year thirty three pupils were admitted to school and were divided as follows:—

Fourteen in third reader, spelling and arithmetic.

Nine in second reader, spelling and arithmetic.

Eight in first reader, spelling and arithmetic.

Two in first reader, only.

Books, slates, pencils and copy books were given by the French instructor and myself to one hundred and thirty nine convicts, to study in their cells.

I beg to express my sincere thanks to my superiors for the aid they render me in the discharge of my duties.

D. O'SHEA,
English School Instructor.

Library returns, year ending March 31st, 1908;—

Number of volumes in library	3,881
Number of volumes added in the year	86
Number of convicts who have used books	370
Number of issues during the year	29,240

D. O'SHEA,
Librarian.

DORCHESTER.

DORCHESTER, N.B., April 1st, 1908.

To the Warden.

I have the honour to submit my annual report of the school and library in this penitentiary for the year ended March 31st, 1908.

At the beginning of the year the school was attended by forty two pupils.

The present attendance is forty-four, divided as follows:—

Reading, writing and arithmetic..... 20
Reading and writing.....12
Reading only..... 12

Five were reading in the fifth English reader ten in the fourth, nine in the third five in the second, five in the first and ten in the primers.

I am pleased to state that good progress was made by pupils attending school, and their conduct has been most satisfactory.

In conlusion, I beg to express my sincere thanks to my superiors for the assistance given me in the discharge of my duties.

G. B. PAPINEAU,
School Instructor.

LIBRARY RETURNS—

	Total Number of Volumes in Library.	Number added during the year	Average Number of Convicts who used Books.	Total Number of Issues during the Year.
General library	960	221	185	19,240
Roman Catholic library	165	.....	28	728
Protestant library	112	.....	26	676
Total	1,237			20,644

MANITOBA.

STONY MOUNTAIN, March 31st, 1908.

To the Warden:—

I have the honour to submit my first annual report of the school of this institution for the fiscal year ended March 31st, 1908.

Of the sixteen pupils on the register during the year, 5 were Galicians, 4 French Half Breeds, 2 German, 1 Russian, 2 French Canadians and 1 Greek.

The attendance at the end of the fiscal year was nine, classified as follows:—

First Reader, Part II	3
Second reader, part I and arithmetic	3
Second reader, part II and arithmetic	3

Eighty-five convicts are at present supplied with books and slates for the purpose of studying in their cells.

I am pleased to say that the majority of those attending school are making good progress and their conduct and attention to their lessons whilst at school is very satisfactory.

In conclusion, I beg to express my sincere thanks to you and my other superiors for the assistance given me in the discharge of my duties.

J. H. DAIGNAULT,
School Instructor.

LIBRARY RETURNS—

	Number of Volumes.	Added during Year.	Number of Convicts using books.	Circulation.
General library	930	15	151	8,067
Roman Catholic library	96	.....	.....	.....
Protestant library	38	.....	.....	.....
	1,064	15	151	8,067

BRITISH COLUMBIA.

SAPPERTON, MARCH 31, 1908.

To the Warden.

I have the honor to submit my annual report of the school in this penitentiary for the fiscal year ending March 31st, 1908.

At the beginning of the year the school was attended by nineteen pupils. The total enrolled during the period was twenty. Thirteen passed out leaving a present attendance of twenty-six, classified as follows:—

Arithmetic, spelling and writing	4
Arithmetic and spelling	5
1st primer	6
2nd "	3
2nd Reader	4
3rd "	1
4th "	3
	26

Seventy-three convicts are supplied with slates and books for the purpose of studying in their cells. Fair progress has been made by most of them, and the conduct has been very satisfactory.

In conclusion I beg to express sincere thanks to my superiors for the assistance given me in the discharge of my dutis.

F. STEWART,
School Instructor.

LIBRARY RETURNS.

	Total Number of Volumes in Library	Number of Volumes added during year.	Number of Convicts using books.	Circulation.
General library	1,356	72	128	13,602
Protestant library	214	.....	3	68
Roman Catholic library	208	1	8	190
Officers	62	.....	.....	.....

The general library also receives each month ten (10) copies of current magazines which are issued to the convicts the same as books. After a few months circulation they are bound in volumes and added to the general library stock.

The unbound magazines are not taken into account in any of the above figures.

F. STEWART,
Librarian.

ALBERTA.

EDMONTON, March 31st, 1908.

To the Warden.

I have the honour to submit my report of the school of this institution for the fiscal year ended March 31st, 1908.

There were 20 pupils on the roll divided as follows:—

Part I	10
Part II	4
Second Reader	6

The subjects tanght were: reading, writing, spelling and arithmetic.

The pupils seem interested in their work and anxious to learn, and their conduct has been most exemplary.

Thanks are due my superiors for assistance rendered.

SIDNEY J. TRUSCOTT,
School Instructor.

APPENDIX F.

MATRONS' REPORTS

KINGSTON.

March 31. 1908.

To the Warden.

In submitting my annual report of the female ward of the penitentiary for the year ending March 31, 1908, I beg to state that everything connected with this department is in a very satisfactory condition.

During the year the movement of convicts was as follows:—		
Remaining in custody March 31, 1907		14
Received from common jails	4	
" " other penitentiaries	2	6
		20
Discharged since—		
By expiration of sentence	2	
" pardon	1	
" parole	1	
" transfer to asylum	1	
" death	1	
" order of the Minister	1	
" deportation	1	8
Remaining at midnight, March 31, 1908		12

WORK DONE IN FEMALE WARD.

Number of Articles.		Equal to days.	Rate per day.	Amount	Total.
	For Male Department.			$ cts.	$ cts.
131	Night Shirts	131	20	26.20	
1,061	Towels	88	"	17.60	
492	Pairs socks	984	"	196.80	
1,784	Handerchiefs	149	"	29.80	
374	Sheets	93	"	18.60	
276	Pillowslips	30	"	6.00	
154	Bandages for Hospital	10	"	2.00	
	Laundry for mess, etc	104	"	20.80	
	Customers Laundry			72.00	389.80
	For Female Prison				
	Making clothing, washing, cooking cleaning etc	1,275	20	255.00	
3	Outfits for discharged	18	"	3.60	
1	Outfits for Alberta Penty	6	"	1.20	
					259.80
					$649.80

R. A. FAHEY,
Matron.

DORCHESTER.

DORCHESTER, April 3rd, 1908.

To the Warden.

I have the honour to submit my annual report for year ended March 31st, 1908.

On March 31st, 1907 there were twelve female prisoners, since then eight have been received, and five discharged leaving fifteen at present in this department.

The industry of the women has been very satisfactory, and their conduct fairly good.

E. McMAHON,
Matron.

RETURN OF WORK DONE IN FEMALE WARD.

Number of Articles.		Equal to days.	Rate per day.	Amount.	Total.
	Work done for Male Prison.		$ cts.	$ cts.	$ cts.
469	Pairs Socks	386	20	77.20	
4,353	" Repaired Socks	619	20	123.80	
86	" Mittens	97	20	19.40	
395	Towels	25	20	5.00	
	Linen for Chapel	5	20	1.00	
	Table linen for officers	30	20	6.00	
	Washing for officials (revenue)	110 13/20	20	22.19	
		1272, 13/20			254.59
	Work for Female Prison.				
	Making clothing, washing, cooking, etc	861	20	172.20	
					172.20
					$426.79

ALBERTA.

EDMONTON, April 1st., 1908.

To the Warden.

I have the honour to submit my report of the ward for female convicts for the year ended March 31st, 1908.

During the year there were three females received in my department. I am pleased to say that the industry and conduct of the inmates have been very good.

G. L. STEDMAN,
Matron,

RETURN OF WORK DONE IN FEMALE PRISON.

Number of Articles.		Equal to days.	Rate per day.	Amount.	Total.
	Work done for male prison.		$ cts.	$ cts.	$ cts.
133	Shirts	33	20	6.60	
23	Pairs Mitts	24	20	4.80	
144	Handkerchiefs	2	20	40	
6	Cooks Aprons	½	20	10	
1	Night Shirt	½	20	10	
142	Repairs to shirts and underwear	9	20	1.80	
					$13.80
	Custom work.				
4	Pairs Mitts	3	20	60	
6	Shirts	3	20	60	
3	Pairs Socks	3¾	20	75	
					1.95
	Work done for female prison.				
	Making clothing, washing, cleaning, etc	357	20	71.40	71.40
					$87.15

APPENDIX G.

CRIME STATISTICS

MOVEMENT OF CONVICTS.

KINGSTON.

——	Male.	Female.	Total.	Male.	Female.	Total.
Remained at midnight, March 31, 07				444	14	458
Received since—						
From common jails	168	2	170			
" other penitentiaries	6	4	10			
" forfeiture of parole	1		1	175	6	181
				619	20	639
Discharged since—						
By expiration of sentence	74	2	76			
" Pardon	8	1	9			
" parole	52	1	53			
" returned (insane when received)		1	1			
" death	5	1	6			
" transfer to other pen'tys	2		2			
" order of court	1		1			
" order of Minister		1	1			
" deportation	1	1	2			
				143	8	151
Remaning at midnight, March 31, 1908				476	12	488

ST. VINCENT DE PAUL.

	Male.	Female.	Total.	Grand Total.
Remained at midnight, March 31st, 1907			402	
Received from common jails	168	4		
" from Kingston penitentiary	2			
	170	4		
			174	
				576
Discharged during the year—				
By expiration of sentence	116			
" pardon	5			
" parole	45			
" deportation	2			
" death	1			
" transfer	2	4		
	171	4		
			175	175
Remaining at midnight, 31st March, 1908				401

DORCHESTER.

	Male.	Female.	Total.	Male.	Female.	Total.
Remained at midnight Mar. 31st, 1907..	182	12	194			
Received since—						
From common jails	110	8	118			
" reformatory	2	—	2			
				294	20	314
Discharged since—						
By expiration of sentence	30	5				
" parole	36					
" pardon	5					
" deportation	1					
" deaths	2					
				74	5	79
Remaining at midinght Mar. 31st, 1908.				220	15	235

MANITOBA.

Remaining at midnight March 31st., 1907		175
Received since—		
From common jails	41	
Revocation	1	
		42
Discharged since—		
By expiration of sentence	44	
" pardon	3	
" parole	40	
" deportation	3	
" death	2	
" transfer	4	
" insane when received	1	
		97
Remaining at midnight, March 31st., 1908		*120

* This includes one insane convict in the Selkirk Asylum.

BRITISH COLUMBIA.

	Male.	Female.	Total.	Grand Total.
Remaining at midnight March 31, 1907	137		137	
Receive since—				
From common jails	83	1	84	
				221
Discharged since—				
By expiration of sentence	31			
" pardon	3			
" parole	24			
" escapes	6			
" death	2			
" order of court	2			
" transfer		1		
	68	1		
			69	69
Remaining at midnight March 31, 1908				152

ALBERTA.

	Male.	Female.	Total.	Male.	Female.	Total.
Remaining at midnight Mar 31st, 1908.				57		
Received since—						
From common jails	45	1	46			
" other penitentiaries	0	2	2			
				45	3	4
				102	3	105
Discharged since—						
By expiration of sentence	1	0	1			
" parole	17	0	17			
" pardon	4	0	4			
" deported	1	0	1			
" transfer	1	0	1			
" death	1	0	1			
				25	0	25
In custody march 31st, 08				77	3	80

MOVEMENTS OF CONVICTS FOR PAST TEN YEARS.

KINGSTON.

Years.	Admissions.			Discharges.																										Remaining at end of Year.			Daily Average
				Expiry of Sentence.		Pardons.		Deaths.		Parole.		Returned to Jail.				Escapes.		Other Penitentiaries.		Removed by Order of Court.		Transfers to Asylums.		Total.									
	Male.	Female.	Total.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Deported.		Removal by order of Minister.		Male.	Female	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Total.	Male.	Female.	Total.				
												M	F	M	F																	
1897-98	157	3	160	130	3	20	1	4	....	....	....	....	....	....	....	2	....	2	....	1	....	....	....	161	5	166	579	26	605	615
1898-99	162	4	166	149	7	32	1	5	1	....	....	....	....	....	....	..	....	5	....	1	....	....	....	190	11	201	551	19	570	596
1899-00	176	3	179	132	11	25	....	13	....	20	....	....	1	....	....	....	....	....	....	....	....	....	....	191	11	202	536	11	537	555
1900-01	138	9	147	108	4	15	....	13	....	46	1	....	....	....	....	..	....	1	....	....	....	....	....	183	5	188	491	15	506	537
1901-02	131	6	137	107	2	15	2	6	....	45	1	....	....	....	....	1	....	2	....	1	....	....	....	177	6	183	445	15	460	490
1902-03	129	3	132	86	4	10	1	11	....	34	....	....	....	....	....	2	....	2	....	1	....	....	....	144	5	149	430	13	443	455
1903-04	151	4	155	90	4	6	2	13	....	31	....	....	....	....	....	3	....	1	....	....	....	....	....	144	6	150	437	11	448	451
1904-05	136	3	139	83	3	14	1	6	....	27	2	....	....	....	....	1	....	....	....	1	....	1	....	132	7	139	441	7	448	443
1905-06	163	5	168	88	2	9	....	9	..	47	....	....	....	....	....	....	....	....	....	1	....	....	....	154	2	156	450	10	460	455
1906-07	109	6	115	54	1	13	....	7	....	37	1	....	....	....	....	1	1	1	....	2	....	....	....	115	2	117	444	14	458	461
1907-08	175	6	181	74	2	8	1	5	1	52	1	1	1	....	....	2	....	1	....	..	....	....	1	143	8	151	476	12	488	463

ST. VINCENT DE PAUL.

Years.	In Custody beginning of year.	Admissions							Discharges.												
		Common Jail.		Reformatory.	Other Penitentiaries.	Grand Total.			Expiration of Sentence.	Pardoned.	Parole.	Deaths.	Escape.	Transferred to other Penitentiaries.		Deported.	Total.			Remaining at the end of Year.	Daily Average.
		Male.	Female.	Male.	Male.	Male.	Female.	Total	Male.	Male.	Male.	Male.	Male.	Male.	Female.	Male.	Male.	Female.	Total.	Male.	
1898–99	418	201	1	....	....	201	1	202	134	25	....	4	....	9	1	....	172	1	173	447	421
1899–00	447	181	1	....	....	181	1	182	99	17	28	3	....	18	1	....	165	1	166	463	449
1900–01	463	157	4	6	1	164	4	168	110	4	43	4	1	15	4	....	179	4	183	448	455
1901–02	448	108	3	....	2	110	3	113	142	12	58	3	....	1	3	. .	216	3	219	345	384
1902–03	345	130	4	....	1	131	4	135	100	9	28	1	....	4	3	....	142	3	145	335	336
1903–04	335	124	1	3	35	162	1	163	81	5	35	2	1	7	2	...	131	2	133	365	346
1904–05	365	135	1	....	....	135	1	136	87	18	33	2	1	2	1	....	143	1	144	357	365
1905–06	357	178	....	....	....	178	....	178	68	4	46	3	....	4	....	....	125	....	125	410	380
1906–07	410	118	3	1	1	120	3	123	85	5	32	3	....	2	3	1	128	3	131	402	403
1907–08	402	168	4	....	2	170	4	174	116	5	45	1	....	2	4	2	171	4	175	401	392

DORCHESTER.

Years.	In Custody, beginning of year.			Admissions.									Discharged.																	Remaining at end of Year.			Daily Average.
				Common Jails.		Military Prison		Insane Asylum	Other Penitentiaries.	Forfeiture of Parole.	Total.			Expiry of Sentence.		Pardon.	Parole.		Returned to jail being insane on admission.	Death.		Deported.	Removed by Order of Court.	Other Penitentiaries.	Total.								
	Male.	Female.	Total.	Male.	Female.	Male.	Male.			Male.	Female.	Total.	Male.	Female.	Male.	Male.	Female.	Male.	Male.	Female.	Male.	Male.	Male.	Male.	Female.	Total.	Male.	Female.	Total.			
1898–99	220	5	225	93	....	15	....	2	....	108	2	110	82	3	17	....	....	.....	5	....	....	....	2	106	3	109	222	4	226	234			
1899–00	222	4	226	78	2	1	....	....	....	79	2	81	59	....	15	20	....	.....	5	....	....	....	4	103	....	103	198	6	204	220			
1900–01	198	6	204	80	3	.. 3	....	....	....	84	3	87	48	....	8	15	1	1	8	....	....	....	....	80	1	81	202	8	210	210			
1901–02	202	8	210	105	4	5	1	....	1	112	4	116	64	5	4	32	1	1	3	1	....	3	2	109	7	116	205	5	210	214			
1902–03	205	5	210	99	5	8	....	1	....	108	5	113	43	....	7	30	....	.....	1	1	....	1	3	85	1	86	228	9	237	221			
1903–04	228	9	*237	104	5	4	....	....	....	108	5	113	42	2	10	37	....	.....	2	....	....	7	....	98	2	100	238	12	250	244			
1904–05	238	12	250	88	4	9	....	1	2	100	4	104	65	2	5	40	3	.....	....	....	....	5	1	116	5	121	222	11	233	251			
1905–06	222	11	233	87	7	1	....	....	2	89	8	97	49	5	10	46	3	.....	2	....	....	1	3	111	8	119	200	11	211	229			
1906–07	182	12	194	60	4	....	....	....	4	64	4	68	36	3	5	40	1	.....	..	....	....	....	....	81	4	85	182	12	194	203			
1907–08	182	12	194	112	8	....	....	....	....	112	8	120	30	5	5	36	....	.....	2	....	1	....	....	74	5	79	220	15	235	211			

*Including one from Reformatory.

MANITOBA

Years.	In Custody, beginning of year	Admissions							Discharges												In Custody March 31,'08			Daily Average
		Common Jails.		Other Penitentiaries.	Recaptured.	Total.			Expiry of Sentence	Pardon	Transferred to other Penitentiaries.		Sent to Lunatic Asylum.	Escapes	Paroles.	Deaths.	Insane when received, handed over to Provincial Authorities.	Total						
		Male.	Female.			Male.	Female.	Total.	Male.	Male.	Male.	Female.	Male.	Male.	Male.	Male.	Male.	Male.	Female.	Total	Male	Female	Total	
1898-99	88	33	....	15	....	48	....	48	16	6	1	....	....	....	....	1	....	24	..	24	112	....	112	..
1899-00	112	31	1	....	2	33	1	34	16	8	11	1	....	2	2	....	.... ..	39	1	40	106	....	106	....
1900-01	106	45	....	....	....	45	....	45	25	3	....	....	....	....	....	1	....	34	..	34	117	....	117	110
1901-02	117	35	....	....	....	35	....	35	27	7	1	....	....	....	11	1	....	47	..	47	105	....	105	109
1902-03	105	78	....	....	....	78	....	78	32	4	....	....	....	....	6	1	....	43	..	43	140	....	140	120
1903-04	140	111	2	....	2	113	2	115	39	6	37	2	....	2	10	3	.... ..	97	2	99	156	....	156	144
1904-05	156	103	1	1	....	103	2	105	40	11	....	1	1	2	14	2	.... ..	70	1	71	190	....	190	177
1905-06	190	109	2	....	....	109	2	111	47	6	....	2	...	2	25	3	.... ..	83	2	85	216	....	216	203
1906-07	216	45	....	....	....	45	....	45	....	....	24	....	....	....	31	2	....	85	..	85	175	....	175	191
1907-08	175	*42	....	....	....	42	....	42	44	3	4	....	....	....	43	2	.. 1	97	..	97	120	‡.	120	140

* 1 License Revoked

‡This includes one convict in Selkirk Asylum.

Years.	In Custody beginning of Year.	Admissions								Discharges													In Custody at end of Year.			Daily Average.
		From Common Jails.		Other Penitentiaries.	Recaptured.	Returned by Order of Court.	Total.			By Expiration of Sentence.	By Pardon.		Death.	Sent to Asylum.	Escaped.	Returned to Prov. Jails.	Parole.	Sent to other Penitentiaries.		Removed by Order of Court.	Total.					
		Male.	Female.		Male.	Male.	Male.	Female.	Total.	Male.	Male.	Female.	Male.	Male.	Male.	Male.	Male.	Male.	Female.	Male.	Male.	Female.	Total.	Male.	Female.	Total.	
1898–99	110	36	1	....	....	....	36	1	37	40	....	....	....	....	....	....	....	15	2	....	55	2	57	90	....	90	93
1899–00	90	48	2	....	....	....	48	2	50	28	4	1	1	....	....	1	1	....	....	....	35	1	36	103	1	104	93
1900–01	104	46	1	....	1	....	47	1	48	28	6	....	....	....	1	....	12	2	2	....	49	2	51	101	....	101	93
1901–02	101	32	....	....	....	1	33	..	33	24	3	....	....	....	....	1	9	2	....	1	40	....	40	94	....	94	97
1902–03	94	47	....	....	....	1	48	....	48	25	4	....	1	1	....	....	15	....	....	2	47	....	47	95	.	95	93
1903–04	95	44	....	7	....	....	51	....	51	22	3	....	2	1	....	....	9	....	....	....	37	....	37	109	....	109	102
1904–05	109	59	....	....	....	....	59	....	59	17	1	....	1	....	....	2	7	....	....	1	29	....	29	139	....	139	123
1905–06	139	49	....	....	....	1	50	....	50	25	9	....	....	....	....	....	12	....	....	1	47	....	47	142	....	142	140
1906–07	142	34	....	....	....	....	34	....	34	26	2	....	....	....	....	....	9	....	....	2	39	....	39	137	....	137	134
1907–08	137	83	1	....	....	....	83	1	84	*31	3	....	2	....	6	....	24	....	1	2	68	1	69	152	....	152	142

* This includes one discharged from the provincial asylum.

ALBERTA.

Years.	Admissions.			Discharges.																				Daily Average.
				Expiration of Sentence.		Pardons.		Parole.		Deported.		Transfers.		Escape.		Death.		Total.			Remaining at end of Year.			
	Male.	Female.	Total.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Total.	Male.	Female.	Total.	
1906–07	66	....	66	1	....	1	....	6	....	....	....	....	....	1	....	....	....	9	....	9	57	....	57	41
1907–08	45	3	48	1	....	4	....	17	0	1	....	1	....	....	....	1	....	25	....	25	77	3	80	70

CRIMINAL RECORD.

KINGSTON

	Terms.	Penitentiary.			Provincial Reformatory.			Foreign Prison.			Provincial Prison.			District or County Jail.		
		Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
Convicts serving	1st...	399	10	409	21	....	21	6	....	6	65	....	65	5	....	5
"	2nd..	51	1	52	1	....	1	....	....	....	28	....	28	2	....	2
"	3rd...	18	....	18	....	....	....	....	....	....	5	....	5	....	....	
"	4th...	7	1	8	....	....	....	....	....	....	2	....	2	....	....	
"	5th...	1	....	1	....	....	....	....	....	....	1	....	1	....	....	
		476	12	488	22	....	22	6	....	6	101	....	101	7	....	7

ST. VINCENT DE PAUL

Convicts serving	1st...	287	....	287	33	....	33	8	....	8	2	....	2	95	....	95
"	2nd..	68	....	68	....	....	....	2	....	2	....	....	....	38	....	38
"	3rd...	32	....	32	....	....	....	1	....	1	....	....	....	32	....	32
"	4th...	10	....	10	....	....	....	....	....	....	....	....	....	6	....	6
"	5th...	3	....	3	....	....	....	....	....	....	....	....	....	8	....	8
"	6th...	1	....	1	....	....	....	....	....	....	....	....	....	3	....	3
"	7th...	....	....	....	....	....	....	....	....	....	....	....	....	1	....	1
"	8th...	....	....	....	....	....	....	....	....	....	....	....	....	2	....	2
"	11th..	....	....	....	....	....	....	....	....	....	....	....	....	2	....	2
"	12th..	....	....	....	....	....	....	....	....	....	....	....	....	1	....	1
"	14th..	....	....	....	....	....	....	....	....	....	....	....	....	1	....	1
"	15th..	....	....	....	....	....	....	....	....	....	....	....	....	2	....	2
"	20th..	....	....	....	....	....	....	....	....	....	....	....	....	2	....	2
		401	....	401	33	....	33	11	....	11	2	....	2	184	....	184

RECAPITULATION.

Convicts serving	1st	term in penitentiary	287
"	2nd	"	68
"	3rd	"	32
"	4th..	"	10
"	5th	"	3
"	6th	"	1
Total			401

DORCHESTER

	Terms.	Penitentiaries.			Foreign Prisons.			Provincial Reformatories.			Provincial Prisons.			County Jails.		
		Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
Convicts serving	1st...	167	14	181	2	....	2	16	....	16	4	....	4	38	3	41
"	2nd..	45	1	46	....	....	....	....	....	....	1	....	1	33	4	37
"	3rd...	5	....	5	....	....	....	....	..	....	....	....	....	9	....	9
"	4th...	2	....	2	....	....	....	....	....	....	....	....	....	1	....	1
"	5th...	1	....	1	....	....	....	....	....	....	....	....	....	2	....	2
"	6th...	....	....	....	....	....	....	....	....	....	....	....	....	1	....	1
"	7th...	....	....	....	....	....	....	....	....	....	....	....	....	1	....	1
"	14th..	....	....	....	....	....	....	....	....	....	....	....	....	1	....	1
		220	15	235	2	....	2	16	....	16	5	....	5	86	7	93

MANITOBA

Convicts serving	1st...	101	....	101	6	....	6	....	....	....	8	....	8	3	....	3
"	2nd..	15	....	15	....	....	....	....	....	....	1	....	1	3	....	3
"	3rd...	3	....	3	....	....	....	....	....	....	....	....	....	....	....	.. ..
"	4th...	1	....	1	....	....	....	....	....	....	....	....	....	....	....	.. ..
		120	....	120	6	....	6	....	....	....	9	....	9	6	....	6

BRITISH COLUMBIA

Convicts serving	1st...	138	....	138	2	....	2	....	....	....	8	....	8	....	....	.. ..
"	2nd..	12	....	12	1	....	1	....	....	....	....	....	....	....	....	.. ..
"	3rd...	2	....	2	....	....	....	....	....	....	....	....	....	....	....	.. ..
		152	....	152	3	....	3	....	....	....	8	....	8	....	....	.. ..

ALBERTA

Convicts serving	1st...	73	3	76	3	....	3	1	....	1	....	....	....	18	1	19
"	2nd..	4	....	4	....	....	....	....	....	....	....	....	....	....	....	.. ..
		77	3	80	3	....	3	1	....	1	....	....	....	18	1	19

RECOMMITMENTS.

KINGSTON.

Name.	Recommitments.	Crime.	Where Sentenced.	Date of Sentence.	Term.
Frank Cameron	1	Wounding with knife	Peterborough	April 25, 1907	6 years.
Wm. Edmonstone	1	Assaulting and wounding	Hamilton	June 14 1907	2½ "
Joseph Renaud	2	Stealing	Ottawa	July 17 1907	2½ "
Peter Vaudette	2	Stealing	Ottawa	July 17 1907	2½ "
Frank Holmes	1	Burglary	Kenora	August 1 1907	4 "
Giovanni Tatevo alias Dimerlo	1	Wounding with knife and forfeiture parole	Toronto	August 15 1907	3 " 11 months 3 days.
Thomas Coursey	1	Indecent assault and forfeiture parole	Bracebridge	Sept. 9, 1907	4 years. 9 days. Lashes.
Clyde N. Johnson	2	Forgery	Stratford	October 8, 1907	5 years.
George Yott	1	Horse-stealing	Chatham	October 7, 1907	7 "
Wm. Mulligan	2	Stealing	Pembroke	October 29, 1907	5 "
Wm. Bavin	1	Sodomy	London	Nov. 9, 1907	5 "
Wm. Brooks	1	Receiving	Hamilton	Dec. 3, 1907	4 "
George Young	2	Burglary and receiving	Hamilton	Dec. 20, 1907	5 "
Thomas Bailey	3	Assault and robbery	Toronto	Dec. 19, 1907	4 "
Daniel Coleman	1	Theft from person	Sault Ste. Marie	Dec. 24, 1907	2¼ "
Alex. Green	1	Robbery with violence	Woodstock	January 2, 1908	5 "
Geo. Chambers	1	Burglary	Toronto	January 17 1908	Life.
Chas. A. Burke	1	Robbery	Peterborough	March 10, 1908	10 years.
Henry Shafer	1	Burglary and theft	Kenora	March 25, 1908	15 "
Harry Young	1	Forfeiture parole	Chatham (1905)	Sept. 22, 1905	3 "

ST. VINCENT DE PAUL.

Name.	Recommitment.	Crime.	Where sentenced,	Date of Sentence,	Term.
Asselin, Arthur	1	Shop-breaking	Montreal	April 23, 1907	4 years.
Beriault, Gustave	3	Shop-breaking	Montreal	April 23, 1907	6 "
Beland, David	1	Theft	Quebec	August 27, 1907	3 "
Barrette, Adelard	1	Horse-stealing	Montreal	Sept. 12, 1907	5 "
Brière, Napoléon	1	Theft	Montreal	Feb. 27, 1908	3 "
Caron, Napoléon	1	"	"	April 2, 1907	6 "
Chenier, Urgèle	1	"	"	May 17, 1907	2½ "
Collette, Alexis, alias Beausejour	3	"	Richelieu	Sept. 25, 1907	2 "
Chevalier, Arthur	2	"	Montreal	Feb. 27, 1908	3 "
Davidson, Frank J	1	"	"	May 13, 1907	3 "
Dawson, William	2	"	Quebec	July 15, 1907	2 "
Duquette, Joseph	1	Horse-stealing	Terrebonne	Nov. 11, 1907	2 "
Desrosiers, Francois Xav	3	Theft	Bedford	Dec. 13, 1907	7 " 1 month 20 days.
Descarreau, Albert	1	"	Montreal	Dec. 31, 1907	4 years.
Evans, James	1	Theft from dwelling-house	"	August 29, 1907	3 "
Gauthier, Anthyme	2	Theft	St. Francis	June 24, 1907	2 "
Gordon, Andrew	1	"	Montreal	Dec. 31, 1907	6 "
Gosselin, Alfred	1	Aggravated assault	"	Feb. 20, 1908	3 "
Hazelton, Robert	1	Breaking and entering a banking-house	"	Sept. 24, 1907	10 "
Lafranche, Pierre	1	Shop-breaking	"	April 23, 1907	2 "
Lamarche, Henri	2	Robbery	"	April 23, 1907	3 "
Leveiller, Louis	2	Theft	Ottawa	Sept. 3, 1907	3 "
Labrie, Francois	1	Shop-breaking	Montreal	October 1, 1907	2 "
Ladurantaye, Ferdinand	2	Shop-breaking and theft	Bedford	Nov. 7, 1907	7 "
Lepine, Joseph	1	"	Montreal	Nov. 19, 1907	6 "
Latter, William	1	Shop-breaking	"	Feb. 11, 1908	4 "
Lavoie, John, alias Lecuyer	4	Theft	"	Feb. 15, 1908	2 "
Muldoon, James	1	Shop-breaking	"	July 2, 1907	2 "
Malboeuf, Alphonse	2	Forgery	"	July 23, 1907	3 "
Mercier, Joseph Antoine	1	Theft	"	Dec. 31, 1907	3 "
Molleur, Jules E	2	"	"	January 14 1908	2 "
McCleave, Arthur	1	Shop-breaking	"	Feb. 11, 1908	3 "
McGlade, John	2	Theft by a servant	"	March 12, 1908	5 "
Panneton, André	1	Wounding with intent to grevious bodily harm	Three Rivers	January 16 1899	15 "
Paquette, Arthur	1	Theft	Montreal	March 13, 1908	2 "
Ross, Alfred	1	False pretences	"	Nov. 21, 1907	2 "
Stevens, Walter J	2	Theft	"	August 6, 1907	5 "
Vermette, Louis	2	Gross indecency	"	April 23, 1907	5 "
Valois, Joseph	1	Theft	"	May 25, 1905	4 "
Whitford, William	1	"	"	Dec. 19, 1905	2 "

DORCHESTER.

Name.	Recommitment.	Crime.	Where sentenced.	Date of Sentence	Terms.
David McDonald	1	Resisting police officer	Halifax, N. S.	April 2, 1907	2 years.
Nicholas McCarthy, alias Lawless	1	Resisting police officer	Halifax, N. S.	April, 2 1907	2 "
Thomas F. Dolan	1	Incest	Shelburn, N. S.	June 19, 1907	14 "
Chas. Smith	1	Theft	St. John, N. B.	May 25, 1907	5 "
Donald F. Kennedy	1	Abduction	King's Co., N. B.	June 26, 1907	3 "
					6 months.
Walter Farmsworth	1	Receiving stolen goods	Charlotte Co., N.B	July 26, 1907	2 years.
Henry Beals	1	Stealing horse, wagon and harness	King's Co., N. S.	July 29, 1907	6 "
Donald McGinnis	1	Killing a mare	Inverness, N. S.	August 23, 1907	7 "
John Canson alias John Brent	1	Breaking, entering and stealing	Restigouche, N.B.	August 28, 1907	4 "
Frank Biwers	1	Stealing	Halifax	August 15, 1907	3 "
James Riley alias James Carter	1	Assault and wounding	"	Sept. 26, 1907	3 "
Joseph Carr	1	Stealing	St. John	Nov. 6, 1907	2 "
James Connors	1	"	Halifax	Nov. 21, 1907	2 "
Frank Hodgson	1	Obtaining money under false pretences	"	Nov. 14, 1907	2 "
Ernest Riley	1	Stealing, with violence	"	Nov. 21, 1907	4 "
John Scanlan	1	Stealing	"	Dec. 5, 1907	2 "
Chas. E. Elderkin	1	Breaking jail	Digby	Dec. 16, 1907	3 "
William Waldron	1	Assault, causing bodily harm	Halifax	Dec. 19, 1907	2 "
Harry Dryden	1	Stealing	Amherst	Dec. 23, 1907	2 "
Joseph Naves,	1	Breaking, enteirng and stealing	Sydney	Jan. 28, 1908	3 "
Felix Polimino	1	Shooting with intent	Sydney	Feb. 26, 1908	7 "
Cornelius Conway	1	Breaking, entering and stealing	Restigouche, N.S.	March 2 1908	3 "

MANITOBA.

Name	Recommitment.	Crime	Where sentenced	Date of Sentence	Term.
Alphonse Marcette	1	Robbery	Winnipeg	Otcober 26 1906	7 years.
Delphis Etienne	1	Shop-breaking with intent	"	Nov. 1, 1906	5 "
Peter Hansen	1	Horse-stealing, arson and killing animals	Morden	Nov. 12, 1906	14 "
M. M. Mitchell	1	Forgery and uttering	Winnipeg	March 16, 1907	3½ "
J. Thompson	1	House-breaking and theft	"	Nov. 1, 1906	7 "
Louis Sangret	1	Horse-tsealing	Moosomin	Sept. 13, 1904	7 "
Jas. Manley	2	Shop-breaking and theft	Calgary	May 31, 1905	5 "
W. Morrison	2	Shop-breaking and theft	Winnipeg	March 13, 1905	5 "
T. C. Collins	1	Theft	"	April 6, 1905	5 "
R. Milsome	1	Shop-breaking and theft	"	August 3, 1905	5 "
E. E. Larsen	1	"	"	May 7, 1906	4 "
T. W. Brown	3	Theft, and obtaining signature by false pretences	"	March 12, 1908	7 "
Ed. Murphy	1	Shop-breaking	Brandon	October 9, 1905	14 "
J. F. Black	1	Forgery and uttering	Winnipeg	June 25, 1906	5 "
W. Smith alias Casey	2	Theft	Calgary	April 24, 1906	3 "
C. Johnston	1	Shop-breaking and theft	Winnipeg	October 13 1906	3 "
E. P. S. Hoover	1	Robbery, with violence	Brandon	August 30. 1907	2 "
J. W. Stott	1	Shop-breaking and theft	Winnipeg	June 3, 1907	3 "
F. Hamlin	1	Horse-stealing	"	Sept. 3, 1907	2 "

BRITISH COLUMBIA

Name.	Recommitment.	Crime.	Where Sentenced.	Date.	Term.
Alex or Charley	1	Manslaughter	Vancouver	Nov. 12, 1894	20 years
Ah Fook	2	Breaking, entering and stealing	New Westminster.	Oct. 31, 1904	5 "
Sterling, Chas	1	Theft	Vancouver	Oct. 24, 1905	5 "
Thompson, A. L	1	"	"	Oct. 24, 1905	5 "
Eneas	1	Rape	Vernon	May 13, 1903	10 "
Sook Sais	1	Murder	Vancouver	October 2, 1906	Life.
Duteau, Alex	1	House-breaking and stealing	Vernon	October 9, 1906	7years.
Spuzzum, Jimmy	1	Rape	New Westminster.	October 23,1906	Life.
Stone, George	1	Stealing	Vancouver	March 25, 1907	5 years.
Wah Sing	2	Unlawful possession	"	Feb. 5, 1907	5 "
Ah Sam	1	Breaking, entering and stealing	"	May 20, 1907	3 "

ALBERTA.

Name	Recommitment	Crime	Where Sentenced	Date	Term
Clyde Maitland alias Chas. Burkhardt	1	Theft	Wetaskiwin, Alta.	Dec. 12, 1907	2 years.
David A. Clark	1	Horse-stealing	Mooseomin, Sask.	March 5, 1908	3 "

WHERE SENTENCED.

KINGSTON.

	Male.	Female.	Total.		Male.	Female.	Total.
Algoma District	17	.....	17	Rainy River District	10	.....	10
Brant	7	.....	7	Renfrew	5	.....	5
Bruce	1	.....	1	Simcoe	3	.....	3
Carleton	16	.....	16	Stormont, Dundas and Glengarry	7	.....	7
Dufferin	1	.....	1	Sudbury	9	.....	9
Elgin	6	.....	6	Thunder Bay District	13	.....	13
Essex	19	.....	19	Victoria	2	.....	2
Frontenac	7	.....	7	Waterloo	13	.....	13
Grey	9	.....	9	Welland	9	.....	9
Haldimand	8	.....	8	Wellington	5	.....	5
Hastings	12	.....	12	Wentworth	27	.....	27
Kent	15	1	16	York	94	3	97
Lambton	9	.....	9	Lytton, B. C	1	.....	1
Lanark	5	.....	5	Montreal, Que	4	5	9
Leeds and Grenville	3	.....	3	Pontiac, Que	1	.....	1
Lennox and Addington	9	.....	9	Brandon	2	.....	2
Lincoln	4	.....	4	Winnipeg	5	2	7
Middlesex	34	.....	34	Amherst, N. S	1	.....	1
Manitoulin District	2	.....	2	Halifax, N. S	2	.....	2
Muskoka	4	.....	4	Golden, B. C	1	.....	1
Nipissing District	6	.....	6	New Westminster, B. C	1	.....	1
Norfolk	1	.....	1	Dawson City, Y. T	1	...	1
Northumberland and Durham	3	.....	3	Fredericton, N. B	1	.....	1
Ontario	5	.....	5	Beauharnois, Que	1	.....	1
Oxford	19	1	20	Antignoish, N. S	1	.....	1
Parry Sound	10	.....	10	Truro, N. S	1	.....	1
Peel	1	.....	1	Montmagny, Que	1	.....	1
Perth	9	.....	9	Quebec	1	.....	1
Peterborough	8	.....	8	Regina, Sask	1	.....	1
Prince Edward	3	.....	3				
				Total	476	12	488

ST. VINCENT DE PAUL.

County or District.	Male.	County or District.	Male.
Beauharnois	6	Pontiac	6
Beauce	1	Quebec	21
Bedford	15	Regina, Sask	1
Iberville	5	Richelieu	5
Joliette	2	Rimouski	2
Kamouraska	4	St. Francis	24
Macleod (Fort) Alberta	1	St. Hyacinthe	11
Montmagny	2	Terrebonne	5
Montreal	270	Three Rivers	7
Ottawa	9	Winnipeg, Man	4
		Total	401

DORCHESTER.

Province.	County.	Male	Female	Total	Province.	County.	Male	Female	Total
Nova Scotia	Antigonish	1	....	1	New Brunswick	Carleton	2	1	3
	Annapolis	6	....	6		Charlotte	3	....	3
	Colchester	10	....	10		Gloucester	2	....	2
	Cumberland	10	1	11		King's	3	....	3
	Cape Breton	41	5	46		Kent	1	....	1
	Digby	4	1	5		Madawaska	5	....	5
	Hants	....	1	1		Northumberland	3	....	3
	Halifax	55	3	58		Queen's	....	1	1
	Guysboro	2	....	2		St. John	17	1	18
	Inverness	6	....	6		Sunbury	1	....	1
	King's	3	....	3		Restigouche	5	....	5
	Lunenburg	5	1	6		Victoria	4	....	4
	Pictou	7	....	7		Westmoreland	10	....	10
						York	1	....	1
	Shelburne	2	....	2			57	3	60
	Yarmouth	5	....	5					
		157	12	169	P. E. Island	Queen's	6	....	6
					Totals by provinces	Nova Scotia	157	12	169
						New Brunswick	57	3	6
						P. E. Island	6	....	6
						Total	220	15	235

MANITOBA.

District.	No.	District.	No.
Manitoba—		Alberta—	
Winnipeg	81	Calgary	4
Brandon	5	Macleod	4
P rtage la Prairie	7	Wetaskiwin	2
Morden	3	Ft. Saskatchewan	1
Saskatchewan—.		North-West Territory—	
Regina	5	Norway House	1
Maple Creek	3	Total	110
Mooseomin	1		
Prince Albert	1		
Whitewood	1		
Red Deer	1		

BRITISH COLUMBIA.

District	No.	District	No.
Ashcroft	3	Nanaimo	5
Clinton	7	Nelson	7
Cranbrooke	2	New Westminster	12
Dawson	5	Revelstoke	5
Fernie	9	Rossland	1
Fort Simpson	1	Vernon	8
Greenwood	1	Vancouver	60
Golden	1	Victoria	17
Kamloops	8	Total	152

ALBERTA.

	Male.	Female.	Total.		Male.	Female.	Total.
Province of Alberta—				Province of Saskatchewan—			
Calgary	17	.....	17	Regina	10	.....	10
Macleod	13	1	14	Mooseomin	4	.....	4
Edmonton	9	.....	9	Maple Creek	4	.....	4
Lethbridge	2	.....	2	Prince Albert	4	.....	4
Red Deer	2	.....	2	Yorkton	3	.....	3
Medicine Hat	4	.....	4	Moose Jaw	2	.....	2
Wetaskiwin	2	.....	2	Carnduff	1	.....	1
Total, Alberta	49	1	50	Total, Saskatchewan	28		28
Winnipeg, Manitoba	.....	1	1				
Revelstoke, B. C	.....	1	1				
Total	.....	2	2	Total	77	3	80

CRIMES COMMITTED.

KINGSTON.

Crime.	Male	Female	Total
Abduction	2	....	2
" of girl under 16 and carnal knowledge of girl under 14	1	....	1
Aggravated assault	2	....	2
Aiding to commit rape	1	....	1
Arson	9	....	9
" and forgery	2	....	2
" shop-breaking, stealing & escape	1	....	1
" and theft	2	....	2
Assault	4	1	5
" and causing bodily harm	4	....	4
" on peace officer	1	....	1
" and robbery	5	....	5
" and robbery and shooting with intent	1	....	1
" with intent to murder	1	....	1
" with intent to rape	1	....	1
" with intent to rob	1	....	1
" with intent to rob, shooting with intent, and escape	1	....	1
" with intent to do great bodily harm	1	1	2
" and wounding	2	....	2
Attempt to commit buggery	1	....	1
" to destroy boilers	1	....	1
" to enter house with intent	1	....	1
" to have carnal knowledge of girl under 14	1	....	1
" to murder	4	....	4
" to murder and horse stealing	1	....	1
" to murder and rape	1	....	1
" to committ rape	5	....	5
" to rob	1	....	1
" to rob and shooting	1	....	1
" to set fire to lock-up	1	....	1
Bigamy	4	....	4
" and theft	2	....	2
Blackmail	1	....	1
Breaking, entering and stealing	1	....	1
Breaking jail	2	....	2
Breaking and stealing	1	....	1
Bringing stolen goods into Canada	1	....	1
Buggery	9	....	9
Burglary	38	....	38
" and carnal knowledge	1	....	1
" and escape	2	....	2
" and housebreaking	....	1	1
" larceny and rape	2	....	2
" and receiving	2	....	2
" and theft	14	....	14
Carnally knowing girl of four years	1	....	1
" of five years	1	....	1
" under 14 years	6	....	6
Causing explosion likely to endanger life	3	....	3
Counterfeiting	2	....	2
Defiling child under fourteen	1	....	1
Destroying personal property	1	....	1
Escape from jail	1	....	1
False pretences	4	....	4
Forgery	14	....	14
" and uttering	8	....	8
Fraud, forgery and theft	1	....	1
Gross indecency	2	....	2
Having burglar tools and explosives, and forgery	1	....	1
Having counterfeit money in possession	2	....	2
Having revolver, and assault with intent to rob	1	....	1
Highway robbery	2	....	2
Horse stealing	13	....	13
Horse stealing and breaking jail	1	....	1
" breaking and theft	1	....	1
" and theft	1	....	1
House breaking	3	....	3
" and shopbreaking	1	....	1
" and having explosives	1	....	1
" and theft and receiving	1	....	1
" and theft	16	....	16
" theft and carrying explosives	1	....	1
Incest	4	....	4
Incest and carnal knowledge of girl under fourteen	1	....	1
Incest, house breaking and theft	1	....	1
Indecent assault	4	....	4
" and carnal knowledge of girl under 14	1	....	1
Indecent assault and stealing	1	....	1
Involuntary homocide	1	....	1
Larceny	1	....	1
Making false document	2	....	2
" entry and theft	1	....	1
" statement	1	....	1
Making and signing false statement	1	....	1
Manslaughter	16	3	19
Murder	18	....	18
Obstructing railway	1	....	1
Obtaining money by false pretences	1	....	1
Perjury	7	....	7
Rape	12	....	12
Receiving stolen goods	3	....	3
" and escape	1	....	1
Resisting peace officer, escape and shooting	1	....	1
Robbery	11	....	11
" and indecent assault	1	....	1
" theft and assault	2	....	2
" wtih violence	6	....	6
Sheep stealing	1	....	1
Shooting and doing great bodily harm	1	....	1
Shooting with intent	3	....	3
" to disable, and escape	1	....	1
" to maim	1	....	1
" to murder	3	1	4
Shooting and wounding with intent, etc	2	....	2
Shopbreaking	3	....	3
Shopbreaking, arson and forgery	1	....	1
" stealing and escape	1	....	1
" and theft	10	....	10
" theft and escape	1	....	1
Sodomy	2	....	2
Stealing	17	....	17

KINGSTON (*Continued*)

Crimes	Male	Female	Total
Stealing copper wire	1	....	1
" horse and buggy	2	....	2
" horse and cow	1	....	1
" from person	6	1	7
" from railway car	1	....	1
" post letters	5	....	5
Theft	46	4	50
" and assault	2	....	2
" of bicycle	1	....	1
" of cattle	2	....	2
" of cutter, harness and robe	1	....	1
" and escape	1	....	1
" and forgery	1	....	1
" and having offensive weapon	1	....	1
" and receiving	2	....	2
" from dwelling house	1	....	1
" from person, with violence	1	....	1
Threatening to kill	1	....	1
Unlawful carnal knowledge of woman	1	....	1
Using forged document	1	....	1
Uttering forged document	4	....	4
Wilfully causing explosion	3	....	3
Wounding	3	....	3
" and robbery	1	....	1
" and theft	1	....	1
" with intent	3	....	3
" with intent, burglary & theft	1	....	1
" with intent to maim	1	....	1
" with intent to murder	1	....	1
" with intent and shopbreaking	1	....	1
" with knife	3	....	3
Total	476	12	488

ST. VINCENT DE PAUL.

Crime.	No.
Aggravated assault	6
Aggravated robbery	22
Attempt to commit murder	5
Attempt to steal from the person	3
Attempt to commit rape	1
Attempt to commit incest	1
Attempt to steal by pinch lock	1
Attempt to commit robbery	2
Assault and theft	3
Assault with intent to rob, carrying an offensive weapon	1
Assault and intent to steal from the person	6
Arson and theft	1
Arson	8
Breaking a dwelling-house with intent to steal	2
Breaking jail	1
Breaking and entering a banking-house	1
Burglary	9
Buggery	1
Compelling execution of valuable security by force	1
Forgery and uttering	3
Forgery and false pretense	1
Forgery and theft	1
Forgery	10
False pretenses	2
Gross indecency	7
Housebreaking	9
Housebreaking and stealing therein	9
Horse stealing	11
Horse stealing and escape	1
Highway robbery	1
Incest and escape	1
Incest and rape	1
Incest and theft	1
Incest	2
Indecent assault	6
Intent to carnally know girl under 14 years old	3
Maiming	1
Manslaughter	15
Murder	8
Malversation and theft	1
Obtaining goods under false pretence	1
Perjury	1
Rape	2
Robbery	5
Receiving stolen goods	9
Shooting with intent	1
Shooting with intent to disfigure	1
Stealing with violence and carrying fire-arms	1
Shopbreaking and theft	18
Shopbreaking	49
Theft in a church	1
Theft and mischief	1
Theft by a servant	5
Theft from employer	1
Theft from a dwelling-house	1
Theft from the person	15
Theft of money	1
Theft of post letters containing money	2
Theft from railway cars	2
Theft	107
Unlawfully shooting with intent to disable	2
Wounding with intent to murder	1
Wounding a child	1
Wounding	4
Total	401

DORCHESTER.

Abduction	1	Murder	2
Arson	4	Obtaining money under false pretences	1
Arson, breaking and theft, malicious injury to apple trees	1	Putting obstacle on I. C. R	1
Assault, causing bodily harm	10	Perjury	2
" and wounding	1	Rape	3
" and robbery	2	Ravishing and carnally knowing girl under 14	1
" and attempt to commit rape	1	Refusing to support child	1
" with intent to do grievous bodily harm	1	Robbery	
" and interfering with police officer	2	Receiving stolen goods	3
Attempt to commit rape	1	Receiving stolen money	1
" to have carnal knowledge of girl under fourteen	1	Stealing	43
" to break and enter	1	" from I. C. R	2
Breaking and entering	3	" and receiving stolen goods	1
" and stealing	33	" horse, wagon and harness	2
" and arson	1	" with violence	1
Breaking and receiving stolen goods	1	" and attempt to break jail	1
Burglary and attempt to rape	1	" and unlawfully wounding	2
Burglary, entering and stealing	5	" and personal violence	1
Bigamy	3	" and interfering with police officer	1
Committing an act of violence and stealing	1	Shooting with intent	2
Forging	3	" to murder	1
Gross indecency	3	Shop-breaking and stealing cattle	1
House breaking and rape	1	Theft	33
Having forged notes in possession	1	" from person	1
Having carnal knowledge of girl under 14	1	" and forging	1
House breaking and larceny	2	" and assault, causing bodily harm	1
Incest	3	Theft and escape from jail	2
Illicit connection with girl of previous chaste character	1	Theft of P. O. letter bag containing money	1
Indecent assault	2	Uttering forged bank notes	1
" on a female infant	1	Unlawfully wounding with violence	1
Inflicting grievous bodily harm	2	" damaging a church	1
Jail breaking	2	" wounding and stealing	1
Killing a man	1	" resisting police officer	3
Larceny	2	" wounding and inflicting grievous bodily harm	1
" and attempt to rape	1	" wounding by biting	1
Maliciously and wilfully wounding cattle	1	Wounding, breaking jail and assault	1
Malicious mischief	1	Wounding with intent	2
Manslaughter	4	Total	235

MANITOBA.

Crime.	No.	Crime.	No.
Arson	2	Murder	2
Arson, horse killing and horse stealing	1	Obtaining money by false pretences	3
Assault with intent	1	Obstructing peace officer	1
Attempt to commit rape	1	Receiving stolen goods, knowing same to be stolen	1
" to steal from the person	1	Retaining in his possession stolen horses	1
" to murder	1	Receiving stolen goods	2
Bigamy	1	Rape	3
Buggery	1	Robbery	3
Buggery with a mare	1	Shooting with intent	1
Burglary	2	Sodomy	2
" and housebreaking	1	Shop-breaking	1
Cattle stealing	1	Shopbreaking and theft	18
Committing wilful damage to property and attempt to escape from custody	1	Stealing a post letter from a post bag	1
Conspiracy to defraud	1	" money	1
Carnally knowing a girl under 14 years of age	1	" post letters	1
Forgery	3	Theft	16
" and horse stealing	1	Theft from the person	1
" and uttering	8	" from a dwelling house	2
Horse stealing	9	" and obtaining money under false pretences	1
Housebreaking and theft	4	Unlawfully wounding	2
Incest	3	Wounding with intent	2
Indecent assault	1	Total	120
Intent to murder	1		
Manslaughter	8		

BRITISH COLUMBIA.

Crime.	No.	Crime.	No.
Administering poison with intent to kill	1	Manslaughter	8
Assault	1	Murder	8
Assault with intent	1	Obtaining money under false pretences	2
Arson	1	Opening railway switch	1
Assault, causing actual bodily harm	3	Possession of stolen goods	2
Assault on police officer	1	Perjury	3
Attempt to commit rape	1	Robbery	6
Attempted buggery	1	Rape	6
Attempt to steal	1	Robbery with violence	3
Attempt to shoot with intent	1	Robbery and sodomy	1
Breaking, entering and stealing	22	Robbing H. M. mail	2
Burglary	6	Stealing	22
Buggery	1	Stealing from the person	5
Cattle stealing	1	Stealing with violence	1
Carnal knowledge of a girl under fourteen	1	Theft	8
Forgery and uttering	1	Theft with violence	1
Forgery	6	Unlawful possession	1
Gross indecency	6	Uttering a forged paper	1
Highway robbery	1	Wounding	1
Horse stealing	3	Wounding with intent	7
Highway robbery under arms	1		
House breaking	1	Total	152
Indecent assault	1		

ALBERTA.

Crime.	Male	Female	Total	Crime.	Male	Female	Total
Attempt to murder	....	2	2	Manslaughter	1	....	1
Assault	2	....	2	Murder	2	....	2
Assault and robbery	1	....	1	Obtaining goods by false pretences	3	....	3
Arson	1	....	1	Obstructing the railway	1	....	1
Burglary and theft	8	....	8	Poisoning horses	1	....	1
Burglary and attempt to escape	1	....	1	Robbing the mails	1	....	1
Buggery	2	....	2	Rape	3	....	3
Buggery and rape	1	....	1	Shooting with intent	2	....	2
Bigamy	1	....	1	Theft	12	1	13
Cattle stealing	4	....	4	Theft and receiving	1	....	1
Forgery	3	....	3	Theft and forgery	1	....	1
Forgery and jail breaking	1	....	1	Theft, forgery and uttering	1	....	1
Horse stealing	21	....	21	Uttering	2	....	2
				Total	77	3	80

DURATION OF SENTENCE.

KINGSTON.

Sentence.	Male.	Female.	Total.	Sentence	Male.	Female.	Total.
Two years	47	4	51	Ten years	26	.....	26
Over two years and under three	19	1	20	Eleven years	1	.....	1
Three years	108	2	110	Twelve years	5	.....	5
Over three years and under four.	3	.....	3	Fourteen years	8	.....	8
Four years	45	2	47	Fourteen years and six months	1	.....	1
Over four years and under five	1	.....	1	Fifteen years	10	.....	10
Five years	90	1	91	Sixteen years	1	.....	1
Over five years and under six	5	.....	5	Eighteen years	1	.....	1
Six years	11	.....	11	Twenty years	7	.....	7
Over six years and under seven	2	.....	2	Twenty-one years	2	.....	2
Seven years	41	2	43	Twenty-two years	1	.....	1
Over seven years and under eight	2	.....	2	Twenty three years	1	.....	1
Eight years	7	.....	7	Life	30	.....	30
Nine years	1	.....	1				
				Total	476	12	488

ST. VINCENT DE PAUL.

Sentence.	Male.	Sentence	Male
Two years	101	Over nine years and less than ten	3
Over two years and less than three	6	Ten years	21
Three years	95	Twelve years	2
Over three years and less than four	4	Thirteen years	1
Four years	43	Fourteen years	4
Over four years and less than five	3	Fifteen years	2
Five years	55	Sixteen years	1
Over five years and less than six	2	Twenty years	5
Six years	9	Over twenty years and less than twenty-five	1
Over six years and less than seven	4	Twenty-five years	1
Seven years	22	Life	11
Eight years	4		
Nine years	1	Total	401

DORCHESTER.

Sentence.	Male.	Female.	Total.	Sentence	Male	Female	Total
Nine months and twenty-seven days (military prisoner)	1	.....	1	Seven years	12	.....	12
Two years	59	6	65	Eight years	5	.....	5
Two years and one month	1	.....	1	Nine years	1	.....	1
Two years and six months	4	.....	4	Over nine years, less than ten	1	.....	1
Three years	50	5	55	Ten years	9	.....	9
Three years and six months	3	.....	3	Twelve years	1	.....	1
Four years	22	1	23	Fourteen years	3	.....	3
Four years and one month	.....	1	1	Fifteen years	1	.....	1
Five years	33	2	35	Seventeen years	1	.....	1
Five years and six months	1	.....	1	Twenty years	3	.....	3
Five years and nine months	1	.....	1	Life	5	.....	5
Six years	2	.....	2				
Six years and six months	1	.....	1	Total	220	15	235

MANITOBA.

Sentence.	No.	Sentence	No
Two years	15	Eight years	2
Two years and four months	1	Ten years	1
Two years and six months	3	Twelve years	1
Two years and nine months	1	Fourteen years	3
Three years	28	Fifteen years	3
Three years and six months	2	Twenty years	3
Four years	9	Twenty-four years	1
Four years and three months	1	Life	2
Five years	31		
Five years and three months	1	Total	120
Seven years	12		

BRITISH COLUMBIA.

Sentence	No.	Sentence	No
Two years	37	Ten years	8
Over two years and under three years	7	Fifteen years	2
Three years	26	Seventeen years	1
Over three years and under four years	1	Twenty years	4
Four years	8	Twenty-one years	2
Five years	23	Twenty-five years	1
Over five years and under six years	2	Life	13
Six years	7		
Over six years and under seven years	1	Total	152
Seven years	9		

ALBERTA.

Sentence.	Male.	Female,	Total.	Sentence	Male	Female	Total
Two years	22	1	23	Seven years	3	.....	3
Over two years and under three	.....	1	1	Ten years	3	.....	3
Three years	20	1	21	Fourteen years	1	.....	1
Four years	10		10	Life	3	.....	3
Five years	13	.....	13				
Six years	1	.....	1	Total	77	3	80
Over six years and under seven..	1	.....	1				

OCCUPATIONS.

KINGSTON.

Occupation.	Male.	Female.	Total.	Occupation.	Male.	Female.	Total.
Accountants	2	.....	2	Letter carrier	1	.....	1
Agents	1	.....	1	Linemen	2	.....	2
Assembler	1	.....	1	Lithographer	1	.....	1
Attorney	1	.....	1	Lumberman	1	.....	1
Auctioneer	1	.....	1	Machinists	14	.....	14
Bakers	8	.....	8	" apprentice	2	.....	2
Bank clerks	2	.....	2	Machine hand	1	.....	1
Bank managers	2	.....	2	Manager Loan Co	2	.....	2
Barbers	7	.....	7	Masons	6	.....	6
Barkeeper	1	.....	1	Millwright	1	.....	1
Blacksmiths	5	.....	5	Miners	2	.....	2
Bookkeeper	1	.....	1	Minister	1	.....	1
Bootblack	1	.....	1	Moulder	7	.....	7
Brakeman	2	.....	2	No occupation	5	1	6
Brass finisher	1	.....	1	Painters	10	.....	10
Bricklayers	3	.....	3	Paper hangers	2	.....	2
Broom maker	1	.....	1	Pedler	1	.....	1
Butchers	9	.....	9	Piano tuner	1	.....	1
Cab driver	1	.....	1	Plumbers	2	.....	2
Candy makers	2	.....	2	Policeman	1	.....	1
Carpenters	18	.....	18	Porter	1	.....	1
Carriage maker	1	.....	1	Printers	4	.....	4
Cigarmakers	2	.....	2	Railroaders	3	.....	3
Clerks	7	.....	7	Reporter	1	.....	1
Coachman	1	.....	1	Sailors	7	.....	7
Conductors	2	.....	2	Salesman	1	.....	1
Cooks	13	.....	13	Saw filer	1	.....	1
Cooper	1	.....	1	Sawyer	1	.....	1
Coremaker	1	.....	1	Scrap dealer	1	.....	1
Dressmakers	.....	2	2	Servants	.....	6	6
Driller	1	.....	1	Shoemakers	7	.....	7
Drover	1	.....	1	Soldier	1		1
Electricians	3	.....	3	Steamfitters	4	.....	4
Engineers	3	.....	3	Stenographers	2	.....	2
Engineer's apprentice	1	.....	1	Stonecutters	8	.....	8
Farmers	43	.....	43	Storekeeper	1	.....	1
Firemen	14	.....	14	Surveyor's assistant	1	.....	1
Fur tanners	1	.....	1	Tailors	6	.....	6
Gambler	1	.....	1	Tailor's apprentice	1	.....	1
Gardener	1	.....	1	Teamster	13	.....	13
Groom	1	.....	1	Telegraph operator	1	.....	1
Horsemen	3	.....	3	Tinsmith	5	.....	5
Hotel keeper	2	.....	2	Twinemaker	1	.....	1
Housekeepers	.....	3	3	Traveler	1	.....	1
Insurance Agent	1	.....	1	Waiters	3	.....	3
Iron worker	1	.....	1	Watchmaker	1	.....	1
Knitter	1	.....	1	Window dresser	1	.....	1
Laborers	157	.....	157	Wood turner	2	.....	2
Laundrymen	1	.....	1				
				Total	476	12	488

ST. VINCENT DE PAUL.

Occupation.	Male.	Occupation.	Male.
Architect	1	Firemen	5
Accountants	5	Fireproof instructor	1
Artist	1	Glassblower	1
Bookkeepers	4	Harnessmakers	2
Blacksmiths	3	Horsemen	2
Bookbinders	3	Hotel keeper	1
Butchers	8	Knitter	1
Barbers	8	Laundryman	1
Bartenders	3	Leathercutters	2
Brakemen	2	Lithographer	1
Brassfinishers	2	Labourers	130
Bakers	3	Machinists	8
Bank clerk	2	Moulders	3
Broker	1	Millmen	2
Boilermakers	2	Masons	2
Clerks	13	News paper agent	1
Chemist	1	No trade	3
Custom house clerk	1	Painters	14
Carters	13	Printers	4
Carpenters	11	Plumbers	6
Cooks	7	Plasterer	1
Cow-boy	1	P. O. clerk	1
Cigarmakers	4	Roadmaster	1
Constable	1	Railway employee	1
Chief of police	1	Seamen	2
Carriagemakers	1	Shoemakers	15
Cement worker	1	Stonecutters	7
Cheesemaker	1	Stenographer	1
Dentist	1	Switchmen	2
Doctor	1	Steamfitters	7
Driver	2	Trunkmaker	1
Decorator	1	Travellers	2
Electricians	4	Tinsmiths	8
Engineer	1	Tailors	11
Farmers	22	Traders	3
Farm labourers	6	Waiter	3
Fisherman	1	Watchmaker	1
Furrier	1		
		Total	401

DORCHESTER.

Occupation.	Male.	Female.	Total.	Occupation.	Male.	Female.	Total.
Agents	4	.....	4	Lumberman	1	.....	1
Barkeepers	2	.....	2	Labourers	94	.....	94
Barbers	3	.....	3	Locksmiths	1	.....	1
Blacksmiths	5	.....	5	Lineman	1	.....	1
Boiler makers	1	.....	1	Miners	9	.....	9
Brick makers	1	.....	1	Millhand	1	.....	1
Brick layers	1	.....	1	Magistrates	1	.....	1
Butchers	1	.....	1	Masons	2	.....	2
Bridge builders	1	.....	1	Moulders	1	.....	1
Carpenters	8	.....	8	Newspaper man	1	.....	1
Clerks	2	.....	2	Painters	10	.....	10
Cooks	4	.....	4	Pealers	1	.....	1
Chemists	1	.....	1	Photographers	1	.....	1
Candy makers	1	.....	1	Sailors	11	.....	11
Druggists	1	.....	1	Shoemakers	5	.....	5
Domestics	.....	8	8	Stonecutters	6	.....	6
Electricians	1	.....	1	Tailors	4	.....	4
Engineers	4	.....	4	Tinsmith	1	.....	1
Fishermen	2	.....	2	Wire borers	1	.....	1
Fireman	4	.....	4	Watchmakers	1	.....	1
Farmers	15	.....	15				
Housekeepers	.....	7	7	Total	220	15	235
Hostlers	4	.....	4				
Iron workers	1	.....	1				

MANITOBA

Occupation.	No.	Occupation.	No.
		Pressman	1
Agent	2	Painters	1
Accoutant	1	Rancher	1
Brakeman	1	Shoemaker	3
Barber	2	Sign writer	1
Bricklayer	1	Steamfitter	2
Butcher	1	School master	1
Bookkeeper	1	Stonecutter	1
Butter maker	1	Switchman	1
Cook	1	Stonemason	1
Carpenter	13	Tailor	1
Clerks	4	Teamsters	5
Dentist	1	Tanner	1
Electrician	1	Tinsmith	1
Electrical Engineer	1	Translator	1
Farmers	5	Telegraph operator	1
Harnessmaker	1	Waiters	2
Journalist	1	No occupation, (Indians etc.)	8
Labourers	42		
Machinists	3	Total	120
Miner	1		
Mat maker	1		
Printers	2		

BRITISH COLUMBIA.

Occupation.	No.	Occupation.	No.
Labourers	53	Florist	1
Miners	8	School teacher.—	1
Gold miners	4	Loggers	2
Cooks	14	Accountant	1
Shoemakers	3	Hotel clerk	1
Sailors	3	Blacksmith	1
Painters	5	Bookkeepers	2
Bakers	2	Waiters	3
Clerks	4	Railroad man	1
Firemen	3	Laundry man	1
Ranchers	6	Cabinet maker	1
Carpenters	2	Machinist	1
Trader	1	Plasterer	1
Shingle weaver	1	Stonecutter	1
Teamsters	3	Journalist	1
Moulders	2	Groom	1
Tailors	4	Brakeman	1
Mattress maker	1	Weaver	1
Bartender	1	Freighter	1
Boiler maker	1	Cow-boy	1
Barber	1	Switchman	1
Tinsmith	1	Printer	1
Broom maker	1	Plumber	1
Brewer	1		
		Total	152

ALBERTA.

Occupation.	Male.	Female.	Total.	Occupation.	Male.	Female.	Total.
Blacksmith	2	.....	2	Miner	2	.....	2
Banker	1	.....	1	Mason	1	.....	1
Bookkeeper	1	.....	1	Machinist	1	.....	1
Business man	1	.....	1	Mail Clerk	1	.....	1
Baker	1	.....	1	Painter	2	.....	2
Bridge carpenter	1	.....	1	Rancher	6	.....	6
Butcher	2	.....	2	Railway sectionman	2	.....	2
Cow boy	7	.....	7	Shoemaker	2	.....	2
Cook	3	1	4	Teamster	4	.....	4
Carpenter	4	.....	4	Telegraph operator	2	.....	2
Engineer	2	.....	2	School teacher	1	.....	1
Farmer	9	.....	9	Waitress	.....	1	1
Hotel man	1	.....	1	No occupation	1	1	2
Interpreter (Indian)	1	.....	1				
Labourer	16	.....	16		77	3	80

NATIONALITY.

KINGSTON

——	Male.	Female.	Total.	——	Male.	Female.	Total.
				Sweden	2	.....	2
Canada	285	6	291	France	2	.....	2
England	60	1	61	Switzerland	2	.....	2
United States	41	.....	41	India	2	.....	2
Ireland	21	2	23	Syria	1	.....	1
Italy	19	.....	19	Mexico	1	.....	1
Scotland	10	.....	10	Norway	1	.....	1
Denmark	7	.....	7	Australia	1	.....	1
Germany	6	.....	6	Armenia	1	.....	1
Austria	3	3	6				
Russia	11	.....	11	Total	476	12	488

ST. VINCENT DE PAUL.

——	Male.	——	Male.
American	31	Irish	9
Belgian	2	Italian	8
Canadian	312	New Zealand	1
English	17	Scottish	4
Russian	3	Swedish	1
French	9		
German	4	Total	401

DORCHESTER.

——	Male.	Female.	Total.	——	Male.	Female.	Total
Syria	2	.....	2	Russia	1	.....	1
Canada	152	14	166	Sweden	1	.....	1
Denmark	2	.....	2	Scotland	1	.....	1
England	18	.....	18	United States	18	.....	18
France	1	.....	1	West Indies	4	.....	4
Ireland	4	1	5				
Italy	9	.....	9	Total	220	15	235
Newfoundland	7	.....	7				

MANITOBA.

—	Male.	—	Male.
Canada	37	Denmark	4
England	24	Austria	10
Ireland	5	China	1
Scotland	8	Italy	1
United States	19	Wales	2
France	1		
Germany	5	Total	120
Russia	3		

BRITISH COLUMBIA.

—	Male.	—	Male
Austria	1	Italy	4
Australia	1	Ireland	5
West Indies	2	Japan	4
Canada	52	Norway	1
China	15	Russia	2
Denmark	1	Scotland	8
England	19	Sweden	2
Germany	5		
United States	29	Total	152
Holland	1		

ALBERTA.

—	Male.	Female.	Total.	—	Male.	Female.	Total.
Canada	31	1	32	Austria	4	.....	4
England	11	.....	11	Switzerland	1	.....	1
Scotland	4	.....	4	Russia	3	.....	3
Ireland	5	.....	5	Iceland	.....	1	1
United States	16	1	17				
Italy	2	.....	2	Total	77	3	80

AGE.

KINGSTON.

Age.	Male.	Female.	Total.	Age.	Male.	Female.	Total.
Under 20 years	39	2	41	" 60 " 70	15	1	16
Over 20 years and under 30	217	3	220	" 70 years	5	.....	5
" 30 " 40	116	4	120				
" 40 " 50	52	2	54	Totals	476	12	488
" 50 " 60	32	.....	32				

ST. VINCENT DE PAUL.

Age.	Male.	Age	Male
Under 20 years	68	" 50 " " 60	24
Over 20 years and less than 30	170	" 60 " " 70	3
" 30 " " 40	85	Total	401
" 40 " " 50	51		

DORCHESTER.

Age.	Male.	Female.	Total.	Age	Male	Female	Total
Under 20 years	40	6	46	60 to 70 years	3	.....	3
20 to 30 years	99	4	103	70 to 80 years	1	.....	1
30 to 40 years	47	5	52	Totals	220	15	235
40 to 50 years	18	.....	18				
50 to 60 years	12	.....	12				

MANITOBA.

Age.	No.	Age	N2.
Under 20 years	4	" 50 " " 60	8
Over 20 years and under 30 years	45	" 60 " " 70 "	3
" 30 " " 40 "	48		
" 40 " " 50 "	12	Total	120

BRITISH COLUMBIA.

Age.	No.	Age	No.
Under 20 years	11	" 60 " 70 "	2
Over 20 and under 30 years	45	" 70 " 80 "	1
" 30 " 40 "	56	Total	152
" 40 " 50 "	22		
" 50 " 60 "	15		

ALBERTA.

Age.	Male.	Female.	Total.	Age.	Male.	Female.	Total.
Under 20 years	10	1	11	Over 40 under 50	6	0	6
Over 20 under 30	46	1	47	" 50 " 60	4	0	4
" 30 " 40	10	1	11	" 60 " 70	1	0	1
				Total	77	3	80

EDUCATION.

KINGSTON.

	Male.	Female.	Total.
Can read and write	394	9	403
Can read only	10	.....	10
Cannot read or write	72	3	75
Total	476	12	488

ST. VINCENT DE PAUL.

	No.
Cannot read or write	59
Can read only	19
Can read and write	323
Total	401

DORCHESTER.

	Male.	Female.	Total.
Can read and write	179	9	188
Can read only	17	1	18
Cannot read or write	24	5	29
Total	220	15	235

MANITOBA.

	No.
Read and write English	74
" " and French	9
" " and German	6
" " and Hungarian	1
" " and Danish	5
" " and Russian	1
Read and write Greek only	1
" Italian only	1
" German only	2
" Chinese only	1
" French only	1
" Polish only	1
" Swedish only	1
" Russian only	1
" Danish only	1
Read only in English	1
" Galician	6
Cannot read or write	7
Total	120

BRITISH COLUMBIA.

	No.
Can read and write	126
Can read only	1
Cannot read or write	25
Total	152

ALBERTA.

	Male.	Female.	Total.
Can read and write	65	3	68
Cannot read or write	10	....	10
Can read only	2	.....	2
Total	77	3	80

MORAL HABITS.

KINGSTON.

	Male.	Female.	Total.
Total abstainers	136	2	138
Temperate	188	8	196
Intemperate	152	2	154
Total	476	12	488

ST. VINCENT DE PAUL.

	Male.
Abstainers	4
Temperate	220
Intemperate	177
Total	401

DORCHESTER.

	Male.	Female.	Total.
Abstainers	52	3	55
Temperate	114	7	121
Intemperate	54	5	59
Total	220	15	235

MANITOBA.

	No.
Abstainers	19
Temperate	72
Intemperate	29
Total	120

BRITISH COLUMBIA.

	No.
Total abstainers	15
Temperate	63
Intemperate	74
Total	152

ALBERTA.

	Male.	Female.	Total.
Abstainers	21	3	24
Temperate	46	.....	46
Intemperate	10	.... ..	10
Total	77	3	80

CIVIL CONDITION.

KINGSTON.

	Male.	Female.	Total.
Married	153	7	160
Single	318	5	323
Widowed	5	.....	5
Total	476	12	488

ST. VINCENT DE PAUL.

	Male.
Married	110
Single	276
Widowed	15
Total	401

DORCHESTER.

	Male.	Female.	Total.
Single	156	8	164
Married	54	6	60
Widowed	10	1	11
Total	220	15	235

MANITOBA.

	No.
Single	69
Married	45
Widowed	6
Total	120

BRITISH COLUMBIA.

	No.
Single	109
Married	36
Widowed	7
Total	152

ALBERTA.

	Male.	Female.	Total.
Married	21	2	23
Single	50	1	51
Widowed	6	.....	6
Total	77	3	80

RACIAL.

KINGSTON.

	Male.	Female.	Total.
White	460	12	472
Indian	4	.....	4
Coloured	12	.....	12
Total	476	12	488

ST. VINCENT DE PAUL.

	Male.
White	399
Coloured	2
Total	401

DORCHESTER.

	Male.	Female.	Total.
White	192	8	200
Coloured	28	6	34
Indian	.....	1	1
Total	220	15	235

MANITOBA.

	No.
White	106
Coloured	2
Indian	4
Half-breed	7
Mongolian	1
Total	120

BRITISH COLUMBIA.

	No.
White	111
Indian	11
Indian half-breed	8
Coloured	3
Mongolian	19
Total	152

ALBERTA.

	Male.	Female.	Total.
White	66	3	69
Indian	5	.....	5
Indian half-breed	5	.....	5
Coloured	1	.....	1
Total	77	3	80

PARDONS.

KINGSTON.

Name.	Crime.	Where Sentenced.
James Ryan	Theft	Toronto.
Alexander Gillis	Murder	Charlottetown, P. E. I.
Joseph H. Thompson	Violation railway rules	Guelph.
Frank Werke	Manslaughter	Welland.
William McGuire	Burglary and shooting	Sault Ste. Marie.
Darby Travers	Burglary and attempt to break prison	Sandwich.
Nellie Thurston	Theft	Montreal, Que.
Levi Scarbeau	Theft	Cornwall.
Peter Compeau	Theft	Cornwall.

ST VINCENT DE PAUL.

Name.	Crime.	Where Sentenced.
Alexander, Joseph	Theft from employer	St. Francis
Averhill, William	Burglary	Bedford.
Durand, Leopold Henri	Theft by a servant	Montreal.
Galarneau, Alphonse	Bigamy	St. Francis.
Lecompte, Sylva	Housebreaking	Montreal.

DORCHESTER

Name.	Crime.	When Released.	When Committed.
Alexander McDougall	Having carnal knowledge of girl under 14 years	June 11, ...1907	Sydney, N. S.
William Delve	Buggery	December 18,....1907	Halifax, N. S.
James Barnes	Attempt buggery	January 7, ...1908	Halifax, N. S.
Chas. Furanti	Stealing	March 9, ...1908	Restigouche, N. S.
Chas. Matergia	Manslaughter	February 29, ...1908	Restigouche, N. S.

MANITOBA.

Name.	Crime.	Where Sentenced.
E. H. C. Jones	Forgery and uttering	Winnipeg.
J. Cox	Theft from the person	Winnipeg.
Chas. Rocherforte	Horse stealing	Regina.

BRITISH COLUMBIA.

Name.	Crime.	Where Sentenced.
Hamilton, Wm	Unlawful wounding	Victoria.
Woo Wai	Perjury	Vancouver.
Lai Ping	Perjury	Vancouver.

ALBERTA.

Name.	Crime.	Where Sentenced.
George H. Robinson	Theft, forgery and uttering	Regina, Sask.
Alfred D. Corden	Stealing team of horses, harness and waggon	Regina, Sask.
Thomas Jackson alias Green Grass Bull	Theft	Macleod, Alta.
George Oneshruk	Theft	Macleod, Alta.

PAROLES.

KINGSTON.

Name.	Crime.	Where Sentenced.
Albert Goodall	Forgery	Sarnia.
Geo. W. Paradis	Theft	London.
R. W. Mitchell	Stealing	Belleville.
Joseph Bone	Theft from dwelling-house	Stratford.
Fallis Dimerlo	Wounding	Toronto.
Stephen Lumley	Perjury	Sarnia.
BurtonShore	Horse stealing and theft	St. Thomas.
John Kuntzie	Attempted rape, housebreaking, robbery	Stratford.
Louis Kirby	Stealing from freight car	Fort William.
Noah Bigman	Burglary and theft	Parry Sound.
George Walker	Theft	Lindsay.
Hiram Alexander	Burglary and theft	St. Thomas.
Louis Cave	Forgery	Toronto.
Charles McDonald	Wounding with intent, burglary and theft	Toronto.
Ewen M. Allan	Forgery	Lindsay.
Leonard Karn	Larceny	Woodstock.
Geo. Richardson	Incest	Sault Ste. Marie.
John Elkerton	Bigamy	Guelph.
T. Popovici	Forgery	North Bay.
John Steen	Burglary	Toronto.
William Richards	Obtaining goods by false pretences and uttering forged documents	St. Thomas.
Joseph Galarneau	Stealing and wounding	North Bay.
Albert H. Bailey	Arson and perjury	Woodstock.
Matthew J. Simms	Theft	St. Thomas.
Delbert Bottrell	Non-support of wife	London.
Tony Comas	Stealing	Fort William.
G. Betterell	Stealing	Fort William.
Frances Nowell	Receiving stolen goods	Woodstock.
A. Yerk	Forgery	North Bay.
William A. Wells	Carnally knowing girl under 14	Hamilton.
William Moran	Shopbreaking	Sudbury.
Wilmot Brown	Bigamy	North Bay.
Jonn Hanna	Burglary	Brampton.
Arza Johnson	Horse stealing	Brockville.
George Slack	Assault with intent to rob	Toronto.
John Chapman	Burglary	Cayuga.
W. A. Cameron	Attempt to utter forged cheque	North Bay.
Godfrai Matti	Carnally knowing girl under 14	Sudbury.
W. J. Brislin	Assault causing bodily harm, and shooting with intent	Berlin.
George Bouchard	Forgery	Ottawa.
Benjamin Riddle	Attempt to carnally know girl under 14	Hamilton.
Patrick McAuliffe	Manslaughter	Peterborough.
G. Licastre	Inflicting grievous bodily harm	North Bay.
N. A. Bealson	Horsestealing, etc	Pembroke.
John D. Currie	Theft	London.
Stanley Drapeau	Shopbreaking and shooting	Kingston.
James Russell	Housebreaking and stealing	North Bay.
John A. Campbell	Incest	Perth.
Geo. W. Smith	Assault and robbery	Toronto.
Roy Scott	Shopbreaking	St. Thomas.
Treffle Bigras	Uttering forged document	North Bay.
George Rowley	Theft, forgery, perjury	St. Thomas.
George Jacobs	Carnally knowing girl under 14	Berlin.

ST. VINCENT DE PAUL.

Name.	Crime.	Where Sentenced.
Blackburn, Fred	Theft	Montreal.
Bouchard, Joseph	Shopbreaking and theft	Iberville.
Blanchette, William	Housebreaking and theft	St. Francis.
Bouchard, Joseph	Shopbreaking and theft	Quebec.
Biggins, Charles	Shopbreaking and theft	St. Francis.
Clarke, W. E. N.	False pretense	Montreal.
Caporale Rocco	Manslaughter	Montreal.
Coates, Sydney	Burglary	Montreal.
Cyr, Henri	Theft from the person	Montreal.
Croft, Alphonse, Jr.	Theft	St. Francis.
Dubois, Onesime	Arson and theft	Ottawa.
Duquette, Joseph	Shopbreaking and theft	St. Francis.
Day, Charles	Shopbreaking and theft	Montreal.
Gaudreau, Noel	Arson	Quebec.
Gonneville, Arthur	Shopbreaking	Montreal.
Gareau, Louis R.	Bigamy	Montreal.
Jolivet, Emile	Theft	Quebec.
Julien, Joseph Alfred	Shopbreaking and theft	St. Francis.
Joly, Evangeliste	Theft	Montreal.
Jones, Frank	Theft	Quebec.
Kordonsky, Moses	Receiving stolen goods	Quebec.
Latter, James	Theft	Montreal.
Loiselle, William	Arson	Arthabaska.
Lavigne, Philippe	Shopbreaking	Montreal.
Limlan, Nelson	Housebreaking and rape	Bedford.
Lemieux, Joseph	Shopbreaking	Montreal.
Lamontagne, Joseph	Theft	Quebec.
Martin, John George	Horse stealing	Regina.
Mitchell, James	Theft	Quebec.
Marien, Wilfrid	Shopbreaking and theft	Iberville.
McDonald, Hugh	Theft	Quebec.
Neil, Robert	False pretense	Quebec.
Pool, John E.	Forgery	St. Francis.
Plante, Charles	Theft	Montreal.
Philipps, Norman	Theft	Montreal.
Pichette, Henri	Shopbreaking and theft	Iberville.
Roy, Delphis	Theft	Quebec.
Savard, Adelard	Aggravated robbery	Montreal.
Smith, Frank	Housebreaking	Montreal.
Smith, Robert	Housebreaking and theft	St. Francis.
Stokoe De, Harry	Theft	Quebec.
Therrien, Joseph	Theft	Quebec.
Viau, Frank	Horse stealing	St. Francis.
Valois, Joseph	Burglary	Montreal.
Vaillancourt, Arthur, alias Vincenzo Nucci	Shopbreaking and attempt to escape	Montreal.

DORCHESTER.

Name.	Crime.	When Sentenced.	Where Sentenced.
James Johnson	Burglary and arson	Apri 1, 1890	Dorchester, N. B.
Blair Wright	Rape	October 11, 1902	Truro, N. S.
Horace Charbonneau	Manslaughter	October 24. 1902	Sydney, N. S.
Charles Bennett	Arson	February 5, 1904	Halifax, N. S.
Henry Boutelier	Manslaughter	July 7, 1904	Halifax, N. S.
John Sardy	Forgery	January 10, 1905	Restigouche, N. B.
James Sultz	Having forged notes in possession	December 27, 1904	Sydney, N. S.
Albert Hebert	Forgery	August 2, 1905	Madawaska Co.
William Chittick	Breaking, entering and stealing	August 18, 1905	Halifax, N. S.
James A. Callaghan	Attempt to commit rape	December 4, 1905	Sydney, N. S.
John Jas. Meyers	Breaking, entering and stealing	February 23, 1906	St. John, N. B.
Thomas O'Toole	Breaking, entering and stealing	April 4, 1906	Newcastle, N. B.
James Neary	Stealing	March 12, 1906	Halifax, N. S.
Alex. Howell	Breaking, entering and stealing	April 17, 1906	"
Chas. Clerick	Theft	April 26, 1906	"
Wm. Hy. Mason	Assault, causing grevious bodily harm	May 9, 1906	Charlotte Co., N. B.
Harry Dryam	Stealing	May 22, 1906	Dorchester, N. B.
Peter Jackson	Breaking, entering and stealing	June 25, 1906	King's Co., N. B.
Arthur Burnley	Obtaining goods under false pretences	May 30, 1906	Halifax, N. S.
James Simmoneau	Stealing	July 10, 1906	Gloucester, N. B.
Valdemer Larsen	"	July 24, 1906	St. John, N. B.
Thomas A. Brown	Breaking jail	August 31, 1906	Amherst, N. S.
William Stevens	Breaking and entering	August 31, 1906	"
James Alevard	Attempt to commit rape	September 17, 1906	Northumberland Co., N.B.
James Fitzpatrick	" "	" "	"
William Calder	Perjury and escape	Sept. 22, 1906	Yarmouth, N. S.
William Lavigne	Theft, assault and escape	October 3, 1906	Gloucester Co., N. B.
Phileas Plourde	Breaking, entering and stealing	October 15, 1906	Gloucester Co., N. B.
Harry De forest Stoddard	Escaping from jail	October 26, 1906	Lunenburg, N. S.
James Buchanan	Theft	October 20, 1906	Halifax, N. S.
John Noonan	Receiving stolen goods	Nov. 5, 1906	Sydney, N. S.
Reginald Noble	Inflicting grevious bodily harm	January 24, 1907	Halifax, N. S.
Michael Berrio	Wounding, and inflicting grevious bodily harm	February 11, 1907	Hampton, N. B.
Parker McConaghy	Having carnal knowledge of girl under 14	May 22, 1907	York Co., N. B.
Arthur McGee	" " "	May 22, 1907	"
William Mahoney	Theft	May 31, 1907	St. John, N. B.

MANITOBA.

Name.	Crime.	Where Sentenced.
L. Beighs	Forgery and uttering	Winnipeg.
J. B. Davies	Obtaining money under false pretences	Regina.
M. Sutherland	Incest	"
E. W. Kelt	Theft	Winnipeg.
F. C. Powell	Uttering a cheque knowing it to be forged	Lethbridge.
C. Anderson	Burglary	Winnipeg.
R. C. Cynar	Manslaughter	"
C. Smith alias Kelly	Shopbreaking and theft	"
J. Gobel	Horse stealng	Edmonton.
B. Wilkie	Stealing property from C. P. R.	Maple Creek.
M. Mader	Forgery	Regina.
F. Stentins	Stealing a horse	Macleod.
A. Laframboise	Horse stealing	Medicine Hat.
P. Sparwood	Cattle stealing	Winnipeg.
S. H. Evans	Obtaining money under false pretences	"
A. Atkinson	Robbery	"
G. H. Pender	Stealing money	Calgary.
S. Braniff	"	Pincer Creek.
W. H. Middleditch	Perjury	Calgary.
J. Rowan	Robbery	Winnipeg.
W. Lamoureaux	Forgery	Edmonton.
G. Swartz	Shooting with intent	Edmonton.
"Hungry Crow"	Horse stealing	Macleod.
P. Levitch	Horse stealing	Lethbridge.
W. Cummings	Housebreaking and theft	Calgary.
M. Tamara	Forgery and uttering	Winnipeg.
W. H. Seymour	Housebreaking and theft	"
H. Grant	Horse stealing	Morden.
J. Bouvard	"	Winnipeg.
A. Ashley	Theft	"
A. Wlosove	Stealing goods	Moosemin.
L. Neilsen	Wounding with intent	Winnipeg.
C. H. Roske	Forgery and uttering	Medicine Hat.
P. Bertrand	Conspiracy to commit an indictable offence	Winnipeg.
R. Hesnel	Assault, causing actual bodily harm	Edmonton.
J. M. Jordeau	Horse stealing	Winnipeg.
M. Rawluk	Unlawfully wounding	"
H. Hale	Arson	Portage La Prairie.
L. E. Sifford	Theft	Winnipeg.
Wm. Proctor	Conspiracy to commit an indictable offence	"

BRITISH COLUMBIA.

Name.	Crime.	Where Sentenced.
Hanson, E.	Theft	New Westminster.
Sampson, J.	Shooting with intent	Atlin.
Aho, Edward	Manslaughter	Nelson.
Wilson, H.	Robbery	Kamloops.
McMillan, G. H.	Arson	Dawson.
Harris, C. R.	Uttering a forged document	Vancouver.
Franke, O. P.	Assault with intent	Dawson.
West, Jos.	Rape	Vernon.
Joseph	Killing cattle	Lytton.
Y ung, T.	Breaking, entering and stealing	Victoria.
Johnson, C. P.	Manslaughter	Revelstoke.
Gottfriedson, F.	Warehouse breaking	Vernon.
Qualtiere, Jos.	Wounding with intent	Fernie.
Barr, Jas.	Assault on police officer	Revelstoke.
Clarke, P. J.	Non support of wife	Nelson.
Chin Hong.	Perjury	Victoria.
Kelly, Dan. C.	Uttering	Fernie.
McLaren, W.	Wounding with intent	Ashcroft.
Fisher, John.	Assault, causing actual bodily harm	Vancouver.
Canning, F.	Theft	Kamloops.
Young, Theo. P.	Stealing	Victoria.
Fryar, Wm.	Breaking, entering and stealing	Vancouver.
Nielson, W.	Shooting with intent and theft	Vancouver.
Peone, Flynn	Horse stealing	Vernon.

ALBERTA.

Name.	Crime.	Where Sentenced.
Telesphore Couturier	Horse stealing	Fort Saskatchewan, Alta.
George W. McLean	Aiding and abetting the suicide of a woman	Edmonton, Alta.
Charles Burkhardt	Horse stealing	Edmonton, Alta.
John Jones	Obstructing the railway	Moosemin, Sask.
Charles McLaughlin,	Horse stealing	Calgary, Alta.
Charles H. Huddlestone	Forgery and uttering	Regina, Sask.
A. F. Scott	Horse stealing	Lethbridge, Alta.
D. A. Clark	Horse stealing	Moosemin, Sask.
Alexander Brass	Rape	Moosemin, Sask.
Frank R. Wilson	Obtaining money by false pretense	Macleod, Alta.
William Kerr	Burglary, theft and escaping from custody	Edmonton, Alta.
Tom Spotted Bull	Killing a calf	Lethbridge, Alta.
Albert Williams	Uttering	Macleod, Alta.
George Coleman	Arson	Medicine Hat, Alta.
Iwan Marianki	Burglary	Edmonton, Alta.
Jacob Kendel	Uttering	Moosemin, Sask.
Owen E. Williams	Cattle stealing	Red Deer, Alta.

DEATHS.

KINGSTON.

Name.	Crime.	Where Sentenced.
Charles H. Carter	Forgery	Kingston
George C. Reid	Theft	London.
James Rogers	Breaking, entering and stealing	Montreal.
Mary Callaghan	Theft from the person	"
Domenico Taberinto	Manslaughter	Toronto.
Charles Epps	Housebreaking and stealing	Sherbrooke, Que.

ST. VINCENT DE PAUL.

Name.	Crime.	Where Sentenced.
Demers Adelard	Theft	Iberville.

DORCHESTER.

Name.	Crime.	Where Sentenced.
William Johnson	Having explosives in possession	Truro, N. S.
Joseph Davis	Burglary and theft	Dorchester, N. B.

MANITOBA.

Name.	Crime.	Where Sentenced.
"Wally Bear"	Murder	Brandon.
A. J. Macdonald	Rape	Portage La Prairie.

BRITISH COLUMBIA.

Name.	Crime.	Where Sentenced.
John Ross	Forgery	New Westminster.
George St. Paul	Murder	Kamloops.

ALBERTA.

Name.	Crime.	Where Sentenced.
Josiah Gilbert	Murder	Regina, Sask.

CONVICTS ADMITTED INTO THE INSANE WARD.

KINGSTON.

NAMES	Date of Admission.	From Whence Received			How Disposed of			Remaining Under treatment March 31, '01	Remarks
		Kingston Penitentiary	St. Vincent de Paul	Manitoba	Discharged Cured	Improved to resume work	Died		
	1907.								
1 Farrell, John	April 5	1						1	Improved.
2 Burke, F. W	April 16	1			1				
3 Moore, James	April 30	1				1			
" "	July 2	1			1				
4 Conroy, James	May 22	1			1				
5 Slaughter, James	June 24	1						1	Improved.
6 Ross, Wm	" 24	1			1				
7 Britson, Fred	" 25	1			1				
8 Phillips, Henry	" 28	1				1			
"	October 15	1				1			
9 McDonald, John	July 8	1						1	Improved.
10 Solomon, Usep	July 8	1				1			
11 Milestein, Joseph	" 20			1				1	Incurable.
12 Benda, Herman	August 4	1				1			
13 Audette Jean	October 5	1						1	Incurable.
14 Carey, Geo. F	November 19	1			1				
15 Hogan, Frank	December 13	1				1			
"	Feb. 14, 1908	1				1			
16 Langton, Arthur	December 22			1				1	Incurable.
	1908.								
17 Gillis, Alfred	January 6	1						1	Incurable.
18 Gouge, Wm	January 6	1			1				
19 McLeod, James	January 15	1				1			
20 Dechene, Josephe	January 21		1			1			
21 Commission, Sanford	January 21		1					1	Incurable.
22 Richardson, Robert	February 6	1			1				
23 Gravelle, Arthur	February 8	1						1	Improved.
24 Coursey, Thomas	March 16	1						1	"
25 King, Edward	March 21			1				1	"
26 Webb, Levi	March 21			1				1	"
		23	2	4	8	9		12	

LIST OF INSANE CONVICTS.

KINGSTON.

	Name.	Date of Admission.	Discharged; cured.	Improved to resume work.	Died.	Remaining under treatment, March 31, 1907.	Remarks.
		1907.					
1	Farrell, John	April 5				1	Improved.
2	Burke, W. F	April 16	1				
3	Moore, James	April 30		1			
	"	July 2	1				
4	Conroy, James	May 22	1				
5	Slaughter, James	June 24				1	Improved.
6	Ross, Wm	" 24	1				
7	Britson, Fred	" 25	1				
8	Phillips, Henry	" 28		1			
	Phillips, Henry	Oct. 15		1			
9	McDonald, John	July 8				1	Improved.
10	Solomon, Usep	July 8		1			
11	Benda, Herman	August 4		1			
12	Audette, Jean	Oct. 5				1	Incurable.
13	Carey, Geo. F	Nov. 19	1				
14	Hogan, Frank	Dec. 13		1			
	"	Feb. 14, 08		1			
		1908.					
15	Gillis, Alfred	Jan. 6				1	Incurable.
16	Gouge, Wm	Jan. 6	1				
17	McLeod, James	Jan. 15		1			
18	Richardson, Robert	Feb. 6	1				
19	Gravelle, Arthur	Feb. 8				1	Improved.
20	Coursey, Thomas	March 16				1	"
			8	8		7	

ST. VINCENT DE PAUL.

Name.	Crime.	Term.	Remarks.
Commission, Sanford	Obstructing railway	Three years	Transferred to Kingston, Jan. 20, 08.
Deschene, Joseph	Manslaughter	Life	Transferred to Kingston, Jan. 20, 08.

DORCHESTER.

None.

MANITOBA.

Name.	Crime.	Term.	Remarks.
Jos. Milestein	Shooting with intent to do bodily harm	Three years	Transferred to Kingston, July 17, 1907.
Arthur Langton	Forgery and uttering	Three years	Transferred to Kingtson, Dec. 19, 1907.
Edward King	Murder	Life	Tranfserred to Kingston, March 19, 1908

BRITISH COLUMBIA.

None.

ALBERTA.

Name.	Crime.	Term.	Remarks.
Levi Webb	Attempt to rape	Three years	Transferred to Kingston, Mar. 16, 1908.

PUNISHMENTS

KINGSTON.

	Number of of times Administered.	Number of of convicts Punished.
Dungeon on bread and water	21	21
Punishment cell on bread and water	375	164
Prison of isolation	3	3
Reduced rations	39	32
Deprived of cell light	58	44
Deprived of library	23	20
Deprived of writing privilege	2	2
Reduced in grade	32	29
Corporal punishment (paddle)	2	2
Shackled to cell gate during working hours	1	1
Remission forfeited	826	251

Number of convicts who received one or more punishments	307
Number of convicts who received no punishment	332
Number of convicts in custody during the year	639

ST. VINCENT DE PAUL.

Mode of Punishment.	Number.
Application of the hose	3
Deprived of remission	376
Deprived of library privilege	5
Deprived of writing for five months	1
Deprived of bed	493
Dungeon	64
Punishment cells	73
Punishment cells, bread and water	114
Shackled to cell gate	2

Convicts punished during the year	297
Convicts not punished during the year	275
Convicts in custody during the year	535

DORCHESTER.

Punishments.	Number of times administered.	Number of different prisoners who were punished.
Dark cell, bread and water	80	46
Dark cell, shackled to cell gate during working hours	8	8
Bread and water	159	73
Deprived of remission time	106	50
Deprived of books	4	4
Deprived of lamps	1	1
To wear Oregon boot	2	2

Number of convicts punished	115
Number of convicts not punished	199
Total number in custody during year	314

MANITOBA.

Penalty.	Number of times punishment was administered.	Number of different prisoners who were punished.
Bread and water with hard bed	13	6
Bread and water with hard bed, in penal cells, with hands shackled to cell gate during working hours	12	7
Bread and water with hard bed (21 consecutive meals) and to wear Oregon boot for three months	1	1
Corporal punishment (paddle)	2	2
Loss of remission	78	47

Number of prisoners who received one or more punishments	63
Number of prisoners who received no punishment	181
Total in custody during the year	244

BRITISH COLUMBIA.

	Number of times punishment was administered.
Bread and water	59
Dark cell	16
Reduced rations	8
Remission forfeited	19
To wear Oregon boot	2
To wear shackles	2
Isolation cell	2
Deprived of privileges	7

Number of convicts punished	54
Number of convicts not punished	167
Total in custody during the year	221

ALBERTA.

	Number.
Dark cell, bread and water	30
Punishment cell, bread and water and hard bed	45
Remission forfeited	17
Shackled to cell gate	19
To wear Oregon boot	2
Deprived of school privileges	2
Reduced rations	4
Corporal punishment	1
Hard bed	2

Number of convicts punished	34
Number of convicts not punished	71
Total number in custody during the year	105

DISTRIBUTION OF CONVICTS.

KINGSTON.

How Employed.	No.	How Employed.	No.
Asylum (patients, and orderlies)	34	Offices and dormitories	45
Blacksmith shop	26	Tin, paint and printing	6
Bakery and kitchen	24	Quarry	26
Change room	13	Shoe shop	20
Carpenter shop	17	Stone cutting	34
Engineer's department	20	Stone pile	75
Female prison	12	Twine shop	36
Farm, gardens and stables	25	Tailor shop	35
Hospital (patients and orderlies)	26	Wood yard	5
Laundry	6		
Masons	3	Total	488

ST. VINCENT DE PAUL.

How Employed	No.	How Employed	No.
Keeper's hall	2	Stonebreakers and woodcutters	44
Kitchen and bakery	21	Tinsmiths	7
Hospital	8	Farm	17
School and library	2	Piggery	5
Change room	31	Stables	10
Dormitories	33	Engineers	8
Yard	6	Electrician	1
Carpenters	24	Engine room	7
Tailors	20	Gate	1
Shoemakers	19	Excavation	23
Blacksmiths	19	Sewerage	6
Machinists	7	Offices	4
Masons	16	Punishment cells	15
Quarry	19		
Stonecutters	26	Total	401

DORCHESTER.

How Employed.	No.	How Employed.	No.
Bakery and kitchen	10	Piggery	1
Barbers	2	Prison orderly	1
Boiler room	3	Hospital orderly	1
Blacksmith shop	6	Hospital	9
Carpenter shop	11	Cell wings	16
Shoe shop	7	Library	1
Machine shop	10	Stone pile	42
Tailor shop	10	Stone cutters	35
Laundry	7	Cutting wood	13
Mason	8	Stoker	1
Farm	12	Female prison	15
Farm stables	6		
Prison stables	6	Total	235

MANITOBA.

Carpenter shop	9	Laundry and change room	5
Repairing warden's quarters	5	Farm and stables	10
Breaking stone	10	Main hall	2
Kalsomining prison	5	Engineers	2
Tailor shop	13	Machine shop	3
Shoe shop	7	Tinsmith	1
Prison	15	Blacksmith shop	1
Hospital patients	11	Kitchen and bakery	7
Hospital orderlies	2	Selkirk Asylum (Insane)	1
Chapels and halls	3		
Surroundings	7	Total	120
Barbering	1		

BRITISH COLUMBIA.

Bakery	3	Wing	5
Blacksmith	10	Halls	2
Carpenter	10	Offices	2
Shoe shop	11	Chapel	1
Tailor shop	13	Messenger and librarian	1
New shops (buildings)	21	Maintenance of roads	1
New shops (excavating)	20	Excavating for store room	10
Farm	10	New roads	13
Hospital patient	1	Repair shop	2
Hospital orderly	1	Laundry	5
Store	1		
Kitchen	4	Total	152
Cells	5		

ALBERTA.

Masons	10	Farm	4
Brick yard	5	Tramway	6
Carpenter shop	3	Office clerk	1
Tailor shop	9	Under punishment	1
Shoe shop	5	Hospital	6
Blacksmith shop	5	Female prison	3
Kitchen	3		
Cleaners and laundry	19	Total	80

ACCIDENTS

KINGSTON.

Date.	Name.	Where Employed.	Nature of Accident.	Cause of Accident.	Days in Hospital.
1907.					
August 3....	Ryckman, Fred.....	Binder twine.....	Fracture, radius of left arm.....	A fall.....	53
October 24....	Naughton, Andrew....	Stone pile.....	Injury to eye.....	Struck by stone...	175

ST. VINCENT DE PAUL.

None.

DORCHESTER.

None.

MANITOBA.

NONE.

BRITISH COLUMBIA.

None.

ALBERTA.

None.

CREEDS.

KINGSTON.

	Male.	Female.	Total.
Roman Catholic	146	9	155
Church of England	130	1	131
Methodist	78	2	80
Presbyterian	62	.....	62
Baptist	22	.....	22
Lutheran	18	.....	18
Jewish	5	.....	5
Greek Catholic	2	.....	2
Salvation Army	2	.....	2
Adventist	1	.....	1
Quaker	1	.....	1
Disciples	1	.....	1
Congregational	1	.....	1
No creed	1	.....	1
Not known (insane)	6	.....	6
	476	12	488

ST. VINCENT DE PAUL.

	Number.
Roman Catholic	321
Church of England	42
Presbyterian	21
Methodist	4
Lutheran	4
No creed	3
Baptist	2
Universalist	1
Mormon	1
Jewish	2
Total	401

DORCHESTER.

	Number.
Roman Catholic	94
Church of England	66
Baptist	33
Presbyterian	20
Methodist	20
Lutheran	1
Methodist Episcopal	1
Total	235

MANITOBA.

Church of England	36
Roman Catholic	37
Presbyterian	16
Methodist	14
Lutheran	9
Baptist	4
Unitarian	1
Disciple	1
No creed	2
Total	120

BRITISH COLUMBIA.

	Number.
Roman Catholic	54
Church of England	26
Methodist	22
Presbyterian	15
Baptist	5
Lutheran	6
Adventist	1
Jew	1
Buddhist	17
No creed	5
Total	152

ALBERTA.

	Male.	Female.	Total.
Roman Catholic	30		30
Church of England	17	1	18
Methodist	11	.....	11
Presbyterian	10	1	11
Lutheran	4	1	5
Mormon	1	.....	1
Congregational	1	.....	1
No creed	3	.....	3
	77	3	80

APPENDIX H.

LABOUR STATISTICS

LABOUR STATISTICS.

KINGSTON.

Departments.	Days.	Rate.	Amount.
		$ cts.	$ cts.
Baker	1,941	0 30	582 38
Binder twine	7,324	0 30	2,197 28
Blacksmith	8,061	0 30	2,418 45
Carpenter	5,685	0 30	1,705 58
Changing room and laundry	6,064	0 30	1,819 28
Engineers	6,076	0 30	1,822 95
Farm and stables	7,818	0 30	2,345 56
Hospital	2,536	0 30	760 80
Mason	1,822	0 30	546 68
Printing	658	0 30	197 45
Prison of isolation	305	0 30	91 63
Quarry	8,406	0 30	2,521 95
Stroemaking	5,672	0 30	1,701 84
Steward and kitchen	5,436	0 30	1,631 03
Stonecutting	8,961	0 30	2,688 41
Stone pile, wood and coal	24,356	0 30	7,306 89
Offices	2,150	0 30	645 15
Tailoring	10,230	0 30	3,069 12
Tin and paint	1,404	0 30	421 35
Wing and cells	8,832	0 30	2,649 81
Female prison	2,888	0 20	577 60
Total	126,633		37,701 19

ST. VINCENT DE PAUL.

Clerical staff	1,398	0 30	419 40
Hospital orderlies	610	0 30	183 00
Library	602	0 30	180 60
Messengers	921	0 30	276 30
Barber shop	307	0 30	92 10
Ornamental grounds	138	0 30	41 40
Bookbindery	347	0 30	104 10
Excavation	7,112	0 30	2,133 60
Teamsters	852	0 30	255 60
Masons	6,484	0 30	1,945 20
Change room	5,858	0 30	1,757 40
Steward	5,781	0 30	1,734 30
Bakery	1,227	0 30	368 10
Carpenters	7,879	0 30	2,363 70
Tailors	5,995	0 30	1,798 50
Shoe shop	5,582	0 30	1,674 60
Stonecutters	8,596	0 30	2,578 80
Engineer	7,181	0 30	2,154 30
Tinsmiths	2,001	0 30	600 30
Blacksmiths	5,128	0 30	1,538 40
Stonebreakers	9,226	0 30	2,767 80
Dormitories	8,942	0 30	2,682 60
Farm	4,223	0 30	1,267 05
Piggery	1,259	0 30	377 85
Stables	1,315	0 30	394 50
Quarry	5,694	0 30	1,708 20
Brickyard	267	0 30	80 10
Sewerage	579	0 30	173 70
Electric department	286	0 30	85 80
General employment	3,824	0 30	1,147 20
	109,615		32,884 50

G. S. MALEPART, *Accountant* OSCAR BEAUCHANY, *Warden*

DORCHESTER.

Departments.	Days.	Rate.	Amount.
		$ cts.	$ cts.
Bakery and kitchen	3,077	0 30	923 10
Blacksmith	1,573	0 30	471 90
Barbers	617	0 30	185 10
Boiler room	955	0 30	286 50
Carpenters	3,877	0 30	1,163 10
Cell wings	4,445	0 30	1,333 50
Cutting bushes	251	0 30	75 30
" telephone poles	9	0 30	2 70
Cutting wood in woods	352	0 30	105 60
Cutting ice	54	0 30	16 20
Digging foundation for shops	1,028	0 30	308 40
Drilling for electric wiring	102	0 30	30 60
Engineer and machine shop	2,335	0 30	700 50
Farm	3,605	0 30	1,081 50
Farm stables and piggery	3,902	0 30	1,170 60
Grading	32	0 30	9 60
Hospital orderly	162	0 30	48 60
Library	303	0 30	90 90
Laundry	1,916	0 30	574 80
Loading trains	75	0 30	22 50
Moving buildings	67	0 30	20 10
Mason	4,461	0 30	1,338 30
Repairing roads	187	0 30	56 10
" cottages	204	0 30	61 20
" stockade	93	0 30	27 90
Shoe shop	1,491	0 30	447 30
Stone cutter	7,563	0 30	2,268 90
Sewers	887	0 30	266 10
Stone pile	4,196	0 30	1,258 80
Sawing wood in yard	160	0 30	48 00
Sawmill	460	0 30	138 00
Tailor shop	3,372	0 30	1,011 60
Tearing down old buildings	854	0 30	256 20
Unloading coal	93	0 30	27 90
Water works	287	0 30	86 10
Quarry	2,163	0 30	648 90
Yard	1,031	0 30	309 30
Female prison	2,134	0 20	426 79
	58,380		17,300 89

MANITOBA.

Steward	2,177	0 30	653 25
Baker	624	0 30	187 20
Tailor	4,603	0 30	1,380 90
Shoe	1,576	0 30	472 80
Carpenter	2,470	0 30	741 15
Mason	5,364	0 30	1,609 20
Farm	4,110	0 30	1,233 15
Engineer	2,266	0 30	679 80
Blacksmith	495	0 30	148 65
Clothes room	1,537	0 30	461 10
Hospital	308	0 30	92 40
Customers	135	0 30	40 60
Bookbinding	154	0 30	46 20
Main hall and office orderlies	702	0 30	210 60
Chapel and hospital hall orderlies	978	0 30	293 40
Maintenance of buildings, surroundings	2,158	0 30	647 40
" " prison	4,750	0 30	1,425 00
Barbers	420	0 30	126 00
Breaking stone	2,827	0 30	848 10
Sawing wood	211	0 30	63 30
Hauling freight	398	0 30	119 40
" sand	78	0 30	23 40
Making new road	354	0 30	106 20
Extra gangs (odd jobs)	403	0 30	120 90
Total	39,100		11,730 10

BRITISH COLUMBIA.

Departments.	Days.	Rate.	Amount.
		$ cts.	$ cts.
Offices	428	0 30	128 55
Bakery	914	0 30	274 35
Blacksmith	1,916	0 30	574 80
Brickyard	3,650	0 30	1,095 15
Carpenter	2,675	0 30	802 65
Chapels	288	0 30	86 40
Deputy Warden's office	151	0 30	45 45
Farm	4,228	0 30	1,268 55
Fencing	179	0 30	53 85
Halls	306	0030	91 95
Hospital	303	0 30	91 05
Installing city water	143	0 30	43 05
Laundry, repair shop and barber shop	2,747	0 30	824 10
Library	305	0 30	91 50
Maintenance of buildings (prison)	497	0 30	149 25
" " (surroundings)	495	0 30	148 65
" of roads	403	0 30	121 05
New roads	502	0 30	150 60
New shops	6,496	0 30	1,948 80
Ornamental grounds	499	0 30	149 70
Quarry	312	0 30	93 60
Shoe shop	2,448	0 30	734 40
Steward (kitchen)	1,610	0 30	483 00
Storekeeper	304	0 30	91 20
Tailor shop	3,574	0 30	1,072 20
Water supply	81	0 30	24 30
Wing	1,586	0 30	475 95
Wright Island (quarries)	940	0 30	282 15
Total	37,987		11,396 25

ALBERTA.

Masons	3,704	0 30	1,111 35
Engineer and blacksmith	1,322	0 30	396 60
Carpenter	1,776	0 30	532 95
Brickyard	1,621	0 30	486 30
Tailor	1,807	0 30	542 25
Shoemaker	1,321	0 30	396 45
Steward	834	0 30	250 20
Clerks	616	0 30	184 80
Cleaning land, ditching and teaming	1,466	0 30	439 95
Tramway, brick clay, sand and gravel	1,086	0 30	325 80
Laundry, wings and cells	3,794	0 30	1,138 20
Female Ward	435	0 20	87 15
Total	19,785		5,892 00

APPENDIX I.

PER CAPITA COST

KINGSTON.

(*Average population*, 463.)

Head of Service.	Supplies on hand, Mar. 31, 1907.	Expenditure, 1907-8.	Prison products used.	Total.	Less Supplies on hand, Mar. 31, 1908.	Net cost.	Per Capita cost.
Staff	$ 1,435.99	$ 78,608.26	$ 118.04	$ 80,162.29	$ 1,541.17	$ 78,621.12	$ 169.81
Maintenance of convicts	4,594.10	26,935.53	1,770.63	33,300.26	6,016.78	27,283.48	58.76
Discharge expenses	452.48	2,661.38	.....	3,113.86	501.74	2,612.12	5.64
Working expenses	6,893.98	16,230.46	.....	23,124.44	7,892.95	15,231.49	32.89
Industries	77,313.02	73,493.65	.....	150,806.67	99,342.03	51,464.64	111.15
Lands, buildings and equipment	2,032.23	3,806.11	.....	5,838.34	327.55	5,510.79	11.90
Miscellaneous	.....	752.60	.....	752.60	.....	752.60	1.63
Total	$ 92,721.80	$202,487.99	$ 1,888.67	$297,098.46	$115,622.22	$181,476.24	

Gross cost per capita	$ 391.78
Deduct for revenue	127.40
Net cost per capita	$ 264.38

ST. VINCENT DE PAUL.

(*Average population*, 392.)

Staff	$ 1,577.85	$ 61,850.61	$ 152.38	$ 63,580.84	$ 919.91	$ 62,660.93	$ 159.85
Maintenance of convicts	4,532.26	17,294.52	3,467.23	25,294.01	5,377.69	19,916.32	50.80
Discharge expenses	834.51	2,014.57	.....	2,849.08	256.22	2,592.86	6.61
Working expenses	7,909.76	18,467.21	.....	26,376.97	7,182.16	19,194.81	48.97
Industries	2,417.02	4,453.60	.....	6,870.62	2,039.71	4,830.91	12.33
Lands, buildings and equipment	3,812.78	9,982.19	.....	13,794.97	10,186.42	3,608.55	9.21
Miscellaneous	.....	663.25	.....	663.25	.....	663.25	1.69
Total	$ 21,084.18	$114,725.95	$ 3,619.61	$139,429.74	$ 25,962.11	$113,467.63	

Gross cost per capita	$ 289.46
Deduct for revenue	8.42
Net cost per capita	$ 281.04

DORCHESTER.

(*Average population*, 211.)

Staff	$ 782.78	$ 42,752.55	$ 232.37	$ 43,767.70	$ 913.62	$ 42,854.08	$ 203.10
Maintenance of convicts	3,500.09	10,809.26	1,944.40	16,253.75	3,773.01	12,480.74	59.15
Discharge expenses	487.02	1,018.43	.....	1,505.45	314.82	1,190.63	5.64
Working expenses	2,106.08	8,522.45	.....	10,628.53	1,671.87	8,956.66	42.45
Industries	738.35	3,525.22	.....	4,263.57	673.37	3,590.20	17.01
Lands, buildings and equipment	1,163.58	8,648.52	.....	9,812.10	1,552.54	8,259.56	39.14
Miscellaneous	.....	513.90	.....	513.90	.....	513.90	2.44
	$ 8,777.90	$ 75,790.33	$ 2,176.77	$ 86,745.00	$ 8,899.23	$ 77,845.77	

Gross cost per capita	$ 368.92
Deduct for revenue	16.25
Net cost per capita	$ 352.67

MANITOBA.

(*Average population*, 140.)

Staff	$ 705.73	$ 34,830.77	$ 178.91	$ 35,715.41	$ 975.61	$ 34,739.80	$ 248.14
Maintenance of convicts	2,192.02	6,496.65	1,128.02	9,816.69	1,648.44	8,168.25	58.34
Discharge expenses	118.62	2,402.37	.....	2,520.99	68.26	2,452.73	17.52
Working expenses	2,807.58	9,366.51	.....	12,174.09	2,003.87	10,170.22	72.64
Industries	4,287.68	2,972.21	.....	7,259.89	4,994.28	2,265.61	16.18
Lands, buildings and equipment	2,094.29	7,506.67	.....	9,600.96	6,319.43	3,281.53	23.44
Miscellaneous	.....	822.10	.....	822.10	.....	822.10	5.87
Total	$ 12,205.92	$ 64,397.28	$ 1,306.93	$ 77,910.13	$ 16,009.89	$ 61,900.24	

Gross cost per capita	$ 442.13
Deduct for revenue	32.73
Net cost per capita	$ 409.40

BRITISH COLUMBIA.

(*Average population*, 142.)

Head of Service.	Supplies on hand, Mar. 31, 1907.	Expenditure, 1907-8.	Prison products used.	Total.	Less Supplies on hand, Mar. 31, 1908.	Net cost.	Per Capita cost.
Staff	$ 1,147.69	$ 36,365.43	$ 119.06	$ 37,632.18	$ 1,109.75	$ 36,522.43	$ 257.20
Maintenance of convicts	3,466.99	6,939.36	1,050.90	11,457.25	3,625.16	7,832.09	55.16
Discharge expenses	445.44	1,061.06	.....	1,506.50	321.99	1,184.51	8.34
Working expenses	3,140.73	9,609.98	.....	12,750.71	4,014.05	8,736.66	61.52
Industries	1,239.35	2,856.21	.....	4,095.56	1,013.99	3,081.57	21.70
Lands, buildings and equipment	2,814.28	10,835.57	.....	13,649.85	1,662.06	11,987.79	84.42
Miscellaneous	.....	3,411.68	.....	3,411.68	.....	3,411.68	24.01
Total	$ 12,254.48	$ 71,079.29	$ 1,169.96	$ 84,503.73	$ 11,747.00	$ 72,756.73	

Gross cost per capita	$ 512.35
Deduct for revenue	18.62
Net cost per capita	$ 493.73

ALBERTA.

(*Average population*, 70.)

Staff	$ 1,921.47	$ 23,725.54	.....	$ 25,647.01	$ 2,316.74	$ 23,330.27	$ 333.29
Maintenance of convicts	1,505.90	6,894.57	.....	8,400.47	2,081.10	6,319.37	90.28
Discharge expenses	90.74	666.40	.....	757.14	146.85	610.29	8.72
Working expenses	358.61	4,345.63	.....	4,704.24	383.32	4,320.92	61.72
Industries	318.40	2,049.23	.....	2,367.63	297.55	2,070.08	29.57
Lands, buildings and equipment	2,782.03	16,463.69	.....	19,245.72	2,118.01	17,127.71	244.68
Miscellaneous	.....	1,436.02	.....	1,436.02	.....	1,436.02	20.51
Total	$ 6,977.15	$ 55,581.08	.....	$ 62,558.23	$ 7,343.57	$ 55,214.66	

Gross cost per capita	$ 788.77
Deduct for revenue	151.69
Net cost per capita	$ 637.08

APPENDIX J.

REVENUE STATEMENT

REVENUE.

KINGSTON.

	$ cts.	$ cts.
Revenue—		
Binder twine	47,862 29	
Tailor	2,579 20	
Shoe	862 48	
Carpenter	525 59	
Blacksmith	618 05	
Tin and paint	267 02	
Masons	28 02	
Stone cutter	315 73	
Stone pile	555 51	
Engineer	1 38	
Bakery	270 06	
Loom	81 57	
Printing	149 74	
Farm	3,402 41	
Stores	190 26	
Kitchen	121 24	
Hospital	119 46	
Female prison	72 00	
Change room	2 27	
Broom industry	286 94	
Rent	198 00	
		58,509 22
Casual Revenue—		
Oil barrels	10 70	
Rags	17 00	
Scrap iron	410 77	
Condemned piping	20 82	
Sundry, small condemned articles	15 93	
		475 22
		58,984 44

ST. VINCENT DE PAUL.

	$ cts.	$ cts.
Revenue—		
Tailor	460 56	
Shoe	445 11	
Tin	176 31	
Carpenter	416 73	
Blacksmith	21 36	
Engineer	14 75	
Bookbindry	11 87	
Light	10 80	
Mason and stone department	550 35	
Stonecutter	3 72	
Bakery	21	
Farm	83 00	
Stores	30 28	
Brickyard	50	
Water supply	324 59	
Steward	92 19	
Hospital	31 21	
Rent	449 28	
		3,122 82
Casual Revenue—		
Condemned horses (6)	213 50	
Sundry condemned articles	63 20	
		276 70
		3,299 52

DORCHESTER.

	$ cts.	$ cts.
Revenue—		
Shoe	132 93	
Tailor	116 14	
Carpenter	71 11	
Blacksmith	4 55	
Stonecutter	17 68	
Engineer	133 83	
Mason	21 13	
Farm	683 16	
Female ward	22 09	
Stores	287 46	
Steward	166 32	
Hospital	59 75	
Sawmill	31 77	
Laundry	60	
Laborer	8 85	
Rent	1,457 03	
Water	21 50	
		3,235 90
Casual Revenue—		
Condemned mantel and grate	10 00	
" machinery	37 50	
" horses (2)	50 00	
" lumber	62 30	
Sundry, condemned small articles	7 54	
Outstanding account, coal	25 00	
		192 34
		3,428 24

MANITOBA.

	$ cts.	$ cts.
Revenue—		
Farm	2,166 57	
Rent	1,043 00	
Carpenter	168 21	
Shoe	108 36	
Tailor	203 91	
Tinsmith	7 37	
Blacksmith	10 98	
Bookbindry	40	
Engineer	56 63	
Mason	25	
Laundry	35	
Labour	41 20	
Hospital	42 03	
Steward	540 58	
		4,389 84
Casual Revenue—		
Condemned telephone poles	19 50	
" boiler tubes	12 00	
" horses (3)	160 00	
		191 50
		4,581 34

BRITISH COLUMBIA.

	$ cts.	$ cts.
Revenue—		
Steward	200 30	
Bakery	392 40	
Blacksmith	27 72	
Carpenter	296 00	
Shoe	163 53	
Tailor	45 41	
Farm	173 56	
Stores	226 42	
Hospital	20 57	
Rents	687 00	
		2,232 91
Casual Revenue—		
Condemned horse	25 00	
" furniture	125 87	
" police weapons	60 53	
" pump	42 50	
Sale of cows	140 00	
Refund of convicts' travel allowance	18 10	
		412 00
		2,644 91

ALBERTA.

	$ cts.	$ cts.
Revenue—		
Steward	192 30	
Hospital	8 55	
Shoe	56 17	
Tailor	89 67	
Blacksmith	20 25	
Carpenter	48 16	
Stores	16 72	
Farm	8 42	
Female prison	2 36	
		442 60
Casual Revenue—		
Proceeds, sale of horse	175 00	
" C.N.Ry. for right-of-way across reserve	10,000 00	
		10,175 00
		10,617 60

APPENDIX K.

DETAILS OF EXPENDITURE

KINGSTON.

Staff.	$ cts.
Salaries.	
Warden, 12 m	2,600 00
Surgeon, 12 m	2,400 00
Chaplains, 2, 12 m., at $1,200.00	2,400 00
Accountant, 1, 12 m	1,700 00
Engineer, 1, 12 m	1,200 00
Warden's clerk, 1, 12 m	900 00
Storekeeper, 1, 12 m	1,000 00
Asst. storekeeper. 1, 12 m	700 00
Steward & Baker, 1, 12 m	1,000 00
Asst. steward, 1, 12 m	700 00
Hospital overseer, 1, 12 m	900 00
Asst. hospital overseer, 1, 12 m	700 00
Matron, 1, 12 m	600 00
Asst. matron, 1, 12 m	450 00
Electrician, 1, 12 m	900 00
Asst. electrician, 1, 12 m	700 00
Asst. engineer, 1, 12 m	700 00
Messenger, 1, 12 m	600 00
Firemen 2, 12 m., at $600.00	1,200 00
Chief trade instructor, 1, 12 m	1,000 00
Supt. binder twine, 1, 12 m	1,200 00
Asst. binder twine, 1, 12 m	800 00
Trade instructors, 4, 12 m., at $800	3,200 00
Trade instructors, 4, 12 m., at $800, broken periods	2,336 58
Asst. farm instructor 1, 12 m	700 00
Stable guards, 3, 12 m., at $600	1,800 00
Deputy warden, 1, 12 m	1,500 00
Chief keeper, 1, 12 m	1,000 00
Chief watchman, 1, 12 m., at $800, less deduction	780 58
Keepers, 6, 12 m., at $700	4,200 00
" 2, 12 m., at $700, less deductions	1,390 48
Keepers, 7, 12 m., at $700, broken periods	1,955 43
Watchman, 1, 12 m., less deductions	648 20
Watchmen, 3, broken periods	859 71
Guards, 16, 12 m., at $600	9,600 00
" 22, 12 m., at $600 less deductions	13,057 69
" 6, at $600, broken periods	13,057 69
	2,164 35
Temporary police officers	1,706 38
	71,249 40
Less refund of expenditure	3 61
	71,245 79
Retiring Allowance.	
T. Moore	2,025 66
J. Shannahan	118 75
S. J. Greer	510 05
M. P. Reid	399 68
	3,054 14
Uniforms	
Antisqueak, 37¾ lbs	2 26
Buttons, gilt, 20½ gross	63 06
" barrel, 1 doz	1 00
Blacking, 18 doz	21 60
Badges, cap, 25 doz	52 50
Bands, cap, 7 doz	7 70
Buckles, trousers, 3 gross	54
Canvas, 300 yards	46 00
Caps, staff 2	10 00
" 34 hair seal	85 00
" 9 persian lamb	108 00

Uniforms— Concluded.	$ cts.
Caps, peaks, 8 doz	20 00
Cord, 2 yards	20
Crowns, 3 pairs	3 00
Cheese cloth, 110 yards	4 40
Cement, channel, 1 gal	1 25
Denim, 118½ yards	18 96
Dressing, Boston, 5 gal	3 75
Dress goods, 12 yards	10 68
Duck, 50 yards	7 50
Eyelets, 3 boxes	69
Frieze, 105 yards	105 00
Felt, shoe, 18 lbs	19 80
Gloves, 4 pairs	5 00
Hooks, 2 gross	70
Hats, 6½ doz	89 84
Hair cloth, 48½ yards	13 10
Holland, 148 yards	26 64
Hard ash, 1 lb	5 00
Hooks, boot, 2 boxes	90
Leather, Canadian calf, 228 lbs	118 81
" Russian calf, 283 lbs	90 56
" patent calf, 2 skins	6 50
" box calf, 100¼ lbs	30 08
" French calf, 18½ lbs	20 99
" willow calf, 10 lbs	3 20
" Bridle, 4½ lbs	9 03
" Dongola, 12½ feet	4 37
" sole, 750 lbs	180 00
" belt, 56¾ lbs	13 06
" welt, 28½ lbs	11 97
Lining, sleeve, 237yards	48 83
" mohair, 73½ yards	23 44
" farmers' satin, 220 yards	110 00
Laces, 4 gross	5 30
Linen, stay, 46½ yards	8 37
Mitts, 93 pairs	93 00
Nails, iron shoe, 155lbs	7 75
Overcoating, 4 yards	14 00
Padding, 95½ yards	33 34
Pegs, shoe, ½ bush	53
Persian lamb, trimmings for coats	42 00
Rubber tissue, 3 lbs	3 75
Serge, blue, 330½ yards	493 72
" " khaki, 327¾ yards	376 91
Shoe felt, 18 sheets	19 80
Stars, 3 pairs	3 00
Silk, twist, 4 lbs	32 00
" machine, 6 lbs	48 00
" sewing, 2 lbs	10 00
Sweat bands, 9 doz	9 90
Trimmings for matrons' uniforms	3 68
Thread, cotton, 2½ gross	11 45
" linen, 36 lbs	32 40
" shoe, 11 lbs	13 00
Tunic cloth, 5½ yards	17 88
Tweed lining, 78½ yards	39 25
Trimmings	5 00
Wadding, 3 bales	15 75
Webbing, gaiter, 1 gross	1 50
Wax, 10 lbs	1 00
Duty	19 73
Customs entries	50
Freight and express	22 82
	2,790 24

KINGSTON—*Continued.*

Mess.	cts
Apples, evaporated, 100 lbs	9 00
" fresh, 2 bbls	5 00
Beef, 8407 lbs	498 51
Butter, 1538½ lbs	370 63
Baking powder, 36 lbs	16 20
" soda, 12 lbs	24
Cheese, 592 lbs	76 96
Currants, 187 lbs	13 09
Cornstarch, 80 lbs	4 80
Canned vegetables, 8 doz	8 80
Cinnamon, 10 lbs	3 00
Cloves, ½ lbs	20
Carroway seed, ½ lb	20
Coffee, 30 lbs	4 20
Eggs, 346 doz	69 20
Essences, 2 doz	1 20
Fish, fresh, 1040 lbs	104 00
" salt, 1 bbl	8 00
Figs, 217½ lbs	12 39
Ginger, 11 lbs	1 43
Jam, 84 lbs	8 40
Lard, 1108 lbs	141 04
Nutmegs, ½ lb	15
Onions, 87 lbs	6 09
Lemons, 19 doz	2 85
Milk, 366 gal	58 56
Mustard, 16 lbs	3 20
Marmalade, 2 lbs	30
Maccaroni, 36 lbs	5 40
Mint, 1 tin	10
Prunes, 250 lbs	13 75
Pumpkins, 24 tins	1 80
Raisins, 368½ lbs	25 80
Sugar, granulated, 900 lbs	39 60
Sago, 1 lb	10
Sage, 4 tins	40
Tapioca, 50 lbs	3 50
	1,518 09

Maintenance of Convicts.

Rations.

Beef, 112,387 lbs	6,640 37
Barley, pot, 3,080 lbs	62 84
Bacon, 18,818 lbs	2,128 61
Beans, 25,601 lbs	719 42
Cabbage, 1,642 lbs	32 84
Flour, 2,778 bags	5,712 90
Herrings, 31 bbls	155 00
Lard, 490 lbs	62 95
Milk, skim, 76,900 lbs	192 25
Molasses, 531 gal	186 78
Pease, split, 4,325 lbs	103 25
Potatoes, 1,194 bags	1,197 54
Pepper, 391 lbs	66 47
Pickles, 160 gal	80 00
Rice, 1,120 lbs	354 80
Rolled oats, 30,964 lbs	788 88
Sugar, 39,785 lbs	1,531 72
Salt, fine, 35 bbls	47 25
" coarse, 700 lbs	3 50
Suet, 8 bbls	10 80
Vinegar, 302 gal	54 36
Tea, 1,313 lbs	210 08

Maintenance of Convicts—*Con.*

Rations—Con.	$ cts
Turnips, 2,239 lbs	11 20
Onions, 915 lbs	9 15
Yeast, 314 lbs	94 20
Christmas extras	82 48
Freight and cartage	201 05
	20,740 69
Less refund of expenditure	97 27
	20,643 42

Prison Clothing.

Buttons, trouser, 97 gross	10 28
" coat, 13½ gross	4 40
Binding stay, 6 gross	2 76
Buckles, 12 gross	2 16
Boot ink, 5 gal	2 00
Boots, rubber, 13 pairs	45 50
Cotton, 1,791 yards	170 15
Cottonade, 176 yards	31 68
Duck, 110 yards	19 25
Denim, 2,053 yards	410 60
Galatea shirting, 3244 yds	437 95
Hooks, m 11	4 95
Hats, straw, 45 doz	50 47
Leather, sole, 3,852½ lbs	930 48
" upper, 379 lbs	162 96
" sheep skins, 16 lbs	7 20
" " 1 doz	3 49
" russets, 5 doz	55 00
" split, 113¾ feet	14 78
" laces, 40 gross	36 00
Linen, forfar, 100 yards	30 00
Moleskin, 39½ yards	29 62
Nails, shoe, iron, 95 lbs	4 75
" " zinc, 60 lbs	7 80
Neatsfoot oil, 20 gal	18 00
Prison cloth, 1,695¾ yards	1,227 22
Pegs, shoe, 5 bush	5 25
Rivets, shoe, 100 lbs	15 80
Scarfs, 9 doz	15 75
Thread, linen, 111 lbs	99 90
" shoe, 20 lbs	16 00
" cotton, 2¼ gross	11 50
Tacks, shoe, 15 lbs	2 25
Tallow, 25 lbs	2 00
Underclothing, 139 doz. suits	780 50
Wax, shoe, 5 lbs	50
Yarn, 1,142 lbs	566 00
Freight and express	19 17
Containers	8 00
	5,262 07
Less refund of expenditure	41 69
	5,220 38

Hospital.

Butter, 285¾ lbs	68 70
Biscuits, 80½ lbs	8 90
Batting, 2 lbs	16
Cornstarch, 80 lbs	4 80
Drugs, and medicines	488 00
Eggs, 263 doz	52 67
Essences, 5 doz	3 00

KINGSTON—*Continued.*

MAINTENANCE OF CONVICTS—*Con.*

Hospital—Con.

Lard, 25 lbs	3 18
Lemons, 1 doz	15
Linseed meal, 50 lbs	1 00
Milk, 2,058 gal	329 44
Nutmegs, 1 lb	30
Oranges, 1 doz	30
Repairing spectacles	1 00
Sugar, 100 lbs	4 40
Tapioca, 290 lbs	20 30
Tobacco, 165 lbs	75 62
Whiskey, 2 gal	6 00
Freight,	3 81
	1,071 73

DISCHARGE EXPENSES.

Freedom, Suits and Allowance.

Buttons, collar, 2 gross	60
" vest, 12 gross	2 76
Braces, 11 doz	13 00
Buttonhole twist, 2 lbs	9 00
Canvas, 447 yards	39 05
Collars, 3 $\frac{1}{2}$ doz	2 75
Clothing, 1 suit	7 00
Cement, channel, 1 gal	1 25
Coats, women's, 5	12 50
Dress goods, 30$\frac{3}{4}$ yards	10 77
Flannel, union, 60 yards	6 90
" " shaker, 7 yards	88
Gloves, 3$\frac{1}{2}$ doz	10 80
Hats, men's, 9 doz	40 50
" women's 5	7 50
Handkerchiefs, 10 doz	6 00
Jean, 161 yards	12 08
Leather Canada kip, 269 lbs	171 60
" sole, 250 lbs	60 00
Laces, 1 gross	1 35
Shirts, 20$\frac{1}{2}$ doz	63 00
Silesia, 268 yards	23 59
Stockings, 12 pairs	2 40
Silk twist, 1 lb	8 00
Satin, farmers, 245 yards	24 50
Ties, 11 doz	11 00
Tweed, 905 yards	253 40
Underclothing, 24 doz. suits	95 00
Yarn, 6 lbs	3 00
Freight and express	1 90
Transportation and allowance (142)	1,694 80
	2,596 88
Transfers	40 25
Interments	24 25

WORKING EXPENSES.

Heat Light and Water.

Coal, egg, 297 [1540] tons	1,528 59
" screenings, 1912 [130] tons	4,741 90
" oil, 496 [30] gal	70 59
Globes, outer, $\frac{1}{2}$ doz	4 43
" inner, 1 doz	1 70
" lantern, 1 doz	75
Matches, 20 boxes	2 46
Mica	4 50
" paste, 1 qt	2 25
Lamps, electric, 450	92 00
Wick, lamp, 1 roll	1 30
" stove, 4	20
Customs' entries	2 75
Customs' duty	890 52
Wood, soft, 9$\frac{3}{4}$ cords	39 00
Containers	3 09
Freight	1 10
Carbons, 500	14 50
	7,401 63
Less refund of expenditure	4 50
	7,397 13

Maintenance of Buildings.

Alabastine, 95 lbs	6 65
Asbestos packing, 8 bags	12 00
Aluminum, 4 sq. feet	1 60
Aluminum paint, 1 qt	1 50
Buckles, reducing, 24	1 80
Bolts, carriage, 1,100	7 84
Bibs, 2 doz	18 00
Brass sheet, 4$\frac{1}{2}$ lbs	1 85
Bronze, 4 packages	60
Basin, cocks, 2	2 40
Branches, and headers, 12	39 60
Bushing,s 3	1 68
Bricks, stove, 32	2 24
Boiler, and stand, 1	21 10
Battery, zincs, 100	4 50
Bracket and rosetes, 24	6 00
Colours, assorted, 892 lbs	47 52
Cord, flexible, 100 feet	3 75
Castings, assorted, 7,136$\frac{1}{2}$ lbs	294 59
Cement, 24 bbls	48 00
Couplings, 1	65
" sets, 6	15 00
Cleats, porcelain, 300	12 90
Crosses, 6	6 30
Calcis chloride, 50 lbs	2 50
Cord, C.F., 324 feet	3 56
Discs, Jenkens, 72	10 08
Elbows, 11 doz	16 79
Emery, 3 lbs	15
Fuller balls, 4 doz	2 00
Flanges, 6	15 20
Fire bricks, 4,023	120 69
Glass, cathedral, 3 feet, $\frac{1}{2}$ inch	15 95
" light, 4	1 30
" cases, 25	87 50
Glue, 212 lbs	19 08

KINGSTON—*Continued.*

WORKING EXPENSES—*Con.*

Maintenance of Buildings—Con.

Hinges, spring, 3 pairs	45
" flap, 1 doz	1 43
Hose, 50 feet and couplings	16 00
" fire, 300 ft	120 00
" bibs, 1 doz	23 40
Iron, bar, 5,068 lbs	118 87
" galvanized, 1,308 lbs	59 40
Insulators, clamp, 50	1 73
Japan brown, 5 gal.,	3 00
Kreso, gal. 396	347 20
Keys, 2	20
Lumber, oak, 2,646 feet	105 84
" elm, 6,073 feet	151 82
" pine, 23,595 feet	894 66
" hemlock, 10,005 feet	225 12
Lead, white, 4,000 lbs	280 00
Locks, desk, 1	50
" pad, 2	4 60
" mortice, 1	2 55
Labour	40
Nails, wire roofing, 30 lbs	1 13
" wire, 600 lbs	15 90
" clinch, 15 lbs	59
Nozzle 1	75
Oil, boiled, 182½ gal	114 94
Plugs, 2	2 16
Pipe, lead, 215 lbs	18 28
Polish, automatic, 200 lbs	40 00
Rivets, 30 lbs	1 92
Soap, laundry, 12,734 lbs	468 40
" fig, 4,925 lbs	253 60
Soda, washing, 21,325 lbs	218 50
Sapolio, 54 doz	59 40
Screws, wood, 30 gross	4 44
" cap, 6 doz	1 62
" set, 128	1 18
Steel, machine, 185 lbs	5 27
Sockets, electric, 100	15 25
Shades, 9	3 02
" holders, 36	1 47
Stems, 24	2 40
Sal amoniac, 100 lbs	12 50
Services, caretaker of grounds	90 00
Seeds, flower	3 70
" grass	1 74
Steel, cast, 68 lbs	9 52
Tees	14 67
Toilet paper, 30 boxes	190 33
Turpentine, 139 gal	136 39
Tanglefoot, 2 boxes	1 00
Tape, grimshaw, 37 lbs	35 78
Taps, 2	89
Valves, reducing, 1	65 00
" Globe, 1	17 40
Varnish, 5 gal	10 00
Wire, rope, 300 feet	12 00
" fuse, 4 lbs	3 00
" R.C., 2,116 feet	25 04
" W.C., 1,044 feet	7 83
" wove, 50 feet	7 50
Washers 236	2 50
" 20 lbs	1 06
" fire hose, 3⅛ doz	3 42
Weather strip, 206 feet	2 27
Paper, wall, 58 rolls	10 38
Paper, wall, border, 87 yards	4 20
Customs duty	7 93
Customs, entries	50
Cartage	75
Containers	2 36
Freight and express	55 49
	5,175 41
Less refund of expenditure	20
	5,175 21

WORKING EXPENSES—*Con.*

Maintenance of Buildings—Con.

Maintenance of Machinery.

Belting, 775 feet	277 43
Boiler compound, 469 lbs	140 70
" inspection	36 68
" tubes, 2,624 feet	512 32
" repairs, labour	198 60
Brushes, wire, 2	1 60
Buffers, rubber, 100	5 82
Castings, brass, 87½ lbs	34 90
" iron, 2,565 lbs	90 61
Clay, fire, 11,142 lbs	66 85
Couplings, 1 pair	70
Dead plate, 1	10 64
Force cups, 2	1 30
Frictionless metal, 106 lbs	26 50
Flange, 1	2 64
Forgings, 2	4 00
Flue scrapers, 2	3 90
" cleaner, 1	19 85
Fire bricks, 1,000	36 00
Furnace front	12 00
Gauge glasses, 1 doz	1 86
Grease, 215 lbs	17 20
Grate bars, 1 set	87 50
" furnace, 1	95
Grease cups, 6	6 10
Hose, steam, 30 feet	10 20
Leather, lace, 11 lbs	8 25
Labour	78 75
Lubricator, repaired	2 85
Mica, 3½ lbs	7 00
Oil, engine, 223.22 gal	82 65
" machine, 181.50 gal	45 39
" cylinder, 158 gal	47 45
" LePages, 1 quart	90
Packing, spiral, 37 7/8 lbs	26 39
" plumbago, 67 lbs	23 45
" rainbow, 50½ lbs	40 40
" garlock, 46 1/8 lbs	28 65
" asbestos, 15 lbs	6 75
" sheet, 5¾ lbs	4 60
Pyrometer repaired	3 50
Pullies, split, 3	13 05
" S.S., 2	20 48
Plumbago, 5 lbs	1 25
Repairing crank	45
Rivets, 41 lbs	3 90
Steel, 5 pcs	8 00
Stoker guides, 3	40 00
Soda, 8 lbs	78
Subs. to engineering Review	7 25
Tube cleaner, 1	1 40
Valve, back pressure, 1	19 80
Waste cotton, 1,127 lbs	114 56
Wire, spring brass, 20lbs	8 00

KINGSTON—*Continued.*

Working Expenses—*Con.*	
Maintenance of Buildings—Con.	
Customs duty	28 20
Customs, entries	50
Freight and express	4 36
	2,279 21
Chapels.	
Candles, 18 lbs	9 00
Charcoal, 2 boxes	60
Care of Chapel	31 00
Catechisms, 2 doz	1 00
Choir books, 2 doz	14 40
Beads, 5 doz	6 00
Floats, 12 boxes	1 20
Tapers, 3 boxes	75
Oil, olive, 2 gal	6 00
Scapulars, 5 doz	3 00
Prayer books, 7 doz	24 72
Incense, 1 box	1 00
Music paper, 3 quires	80
Organists' salaries	50 00
Altar wine	4 00
Christmas decorations	1 00
Freight and express	90
	155 37
School.	
Copy books, 3 doz	4 80
Slates, ½ doz	36
Pencils, 2 boxes	34
	5 50
Library.	
Subs. to papers and magazines	75 55
Office Expenses.	
Clock dials, 4 boxes	16 00
Premiums on officers' bonds	24 00
Repairing typewriter	9 00
Stationery account	268 73
Printing account	373 50
"Buyers Guide"	5 00
Ink, black, 15 gal	19 50
" red, 3 doz	2 25
Telegrams	19 94
Postage stamps	160 00
Telephone exchange	193 00
" long distance	18 65
Containers	2 50
Freight and express	30 42
	1,142 49

Industries.	
Farm.	
Brushes, horse, 2 doz	5 43
Bran, ½ ton	12 75
Brush for ice	1 00
Condition powders, 10	1 50
Harness dressing, 6 quarts	3 00
Horse, 1	140 00
" cover, 1	2 50
Hoes, 6	2 00
Implements, repairs to	11 25
Manure	5 45
" forks, ½ doz	7 40
Pressing straw	17 19
Plow shears, 20	5 10
Paris green, 50 lbs	17 50
Potassium, 2 lbs	20
Rakes, ½ doz	2 40
Seeds, assorted	102 78
Services of veterinary surgeon	30 25
Threshing grain	85 00
Weighing hogs	1 85
Freight and express	70
Containers	40
	455 65
Trade Shops.	
Awls, assorted	8 95
Axes, 6	4 50
Acid, oxalic, 2 lbs	20
Axles, ½ set	2 13
Adzes, 2	4 00
Alum	10
Benzine, 15 gal	4 50
Braid, gilt, 48 yards	12 00
Brushes, kalsomine, 3 doz	25 20
" wall, 1 doz	8 40
" varnish, 2 doz	6 60
" flue, 1	1 20
" camel's hair	55
" white-wash, 1 doz	8 40
" sash tools, 1 doz	1 98
Buttons, trouser, 12 gross	1 08
" gilt, 18½ doz	48 82
Beaver, 221⅜ yards	608 10
Buckles, skate, 2 doz	17
" roller, 1 gross	2 10
" belt, 1 gross	6 00
Buttons, assorted, 8 gross	4 17
Bristol board, 934 sheets	18 68
Bluing, 35 lbs	4 90
Borax, 90 lbs	3 60
Boots, 3 pairs	2 25
Broom corn, 11 bales	168 90
Blocks, double, 6	15 30
" single, 3	2 30
" and swing, 1	12 00
Bellows, hand, 1	75
Bees wax, 10 lbs	3 50
Bristles, 1 lbs	6 50
Bronze, 3 packages	45
Coal, smith's, 2 tons	13 84
" screenings, 2,079[1514] tons	5,157 79
Colours, 37 lbs	6 65

KINGSTON—*Continued.*

Industries—*Con.*	$ cts.
Trade Shops—Con.	
Castings, brass, 15½ lbs	6 20
" bronze, 2 lbs	80
" malleable, 3,234 lbs	247 14
" iron, 1,003 lbs	55 16
Chalk, tailors, 12 boxes	3 84
" lump, 20 lbs	30
Compasses, 1 doz	2 00
Cant hooks, 2 doz	2 50
Cardbard, 300 sheets	6 00
Cleaning fluid	4 50
Cement leather, 2 doz	1 80
Cleaning well	1 00
Cheese cloth, 109 yards	4 36
Charcoal, 75 bush	13 50
Canvas, 300 yards	46 50
Chain, 39 lbs	1 50
" edges, 38 lbs	3 46
Coil springs, 5	6 25
Drills, assorted, 104	23 07
Drill, chuck, 1	10 00
Drilling, 514 yards	51 40
Duck, 54½ yards	8 17
Damper iron, 1	15
Dye, diamond, 2 packages	20
Emery sticks, 1 gross	1 65
" flour, 654 lbs	37 75
" wheels, 18	80 36
" rollers, 3 doz	15 84
Eyelets, 18	4 14
Files, assorted, 15 doz	23 84
Fuse, 1,000 feet	9 00
Ferules, brass, 165 lbs	66 00
Fasteners, 8 doz	80
Flannel, 290 yards	145 00
Gasoline, 45 gal	13 50
Glycerine, 2½ lbs	50
Grindstone, 220 lbs	4 40
Glass, 4 lights	1 00
Glue, 212 lbs	19 08
Gaiter web, 1 gross	1 50
Glycerine, 2 lbs	40
Hammers, shoe, 1 doz	4 50
Handles, awl, 5 doz	2 30
" sledge, 31 doz	69 75
" pick, 7 doz	25 40
" axe, 1 doz	4 25
" hammer, 6 doz	5 62
" broom, 1,350	30 37
" shovel, 2 doz	7 56
Horseshoes, 300 lbs	13 50
Heel shave blades, ½ gross	2 25
" shafts, 1 set	1 50
Hats, felt, 98	98 00
Handkerchiefs, silk, 9½ doz	109 00
Hose coupling, 1	25
Hardash, 1 lb	5 00
Holland, 97¾ yards	16 62
Haircloth, 50½ yards	13 64
Iron, assorted, 8,057 lbs	210 09
" tinned, 488 lbs	58 56
" galvanized, 184 lbs	8 19
" angle, 4,974 lbs	106 94
" russian, 544	75 50
Ink, burnishing, 5 gal	2 00
" pointers, 6 lbs	2 40
Italian cloth, 76 yards	39 90
Knives, shoe, 2 doz	2 80
" skiving, 1 doz	2 00

Industries—*Con.*	
Trade Shops—Con.	
	89
Knives farriers, 3	2 00
" butcher, 1	55
Knobs, 1 gross	11 78
Lining, sleeve, 62 yards	27 77
" coat, 120¾ yards	64 37
" Italian, 128¾ yards	21 42
Leather, welt, 51 lbs	8 09
" Dongola, 27½ feet	28 43
" box calf, 94 ¾ lbs	6 19
" lace, 8½ lbs	43 86
" upper, 102 lbs	5 51
" sheep skins, 1 doz	39 00
" Canadian kip, 60 lbs	15 12
" bridle, 36 lbs	118 44
" French kip, 126 lbs	30 62
" oil pebble, 211¼ lbs	17 77
" belt, 77¼ feet	120 00
" sole, 500 lbs	16 20
" harness, 54 lbs	20 10
" Canadian calf, 67 lbs	2 50
Laces, linen, 3 gross	66 56
Lumber, oak, 1,654 feet	46 42
" basswood, 1,857 feet	119 63
" pine, 4,040 feet	39 60
" hickory, 396 feet	39 60
" ash, 490 feet	14 70
" elm, 815 feet	20 37
Lawn mower, repaired	60
Ladder irons, 6 sets	1 20
Lampblack, 10 lbs	1 10
Lines, masons, 1 doz	90
Measures, tape, 2 doz	1 38
Malets, 2 doz	27 00
Methylated spirits, 1 quart	38
Nails, wire, 3 kegs	9 05
" horse, 35 lbs	3 95
" clinch, 10 lbs	50
" shoe, 50 lbs	4 10
" finishing, 18 lbs	1 39
Nippers, cutting, 2 pairs	3 10
Needles, sewing papers, 210	5 25
" sewing machine, 35 doz	7 00
" knitting, machine, 288 doz	4 32
Nuts ex., 10 lbs	1 20
Oil, cuban, 6 quarts	5 10
" sperm, 1 gal	2 00
Powder blasting, 4 kegs	9 20
Paper, printing, 93 reams	240 96
" manila, 6 rolls	19 08
" " 125 lbs	3 75
" sand, 1 ream	4 65
Punch tubes, ½ gross	90
Pinions 2	50
" cover, 1	10
Pencils, carpenters, 2 doz	1 72
Punch belt, 1	60
Pliers, fencing, 2 pairs	1 00
Plane irons, ½ doz	1 61
Picks, clay, ½ doz	2 50
Plaster paris, 1 bbl	2 25
Padding, 35 yards	12 25
Patching machine, 1	35 00
Pins, 4 doz	1 80
Rivets, norway, 598 lbs	29 46
Rivets, tinned, 4 lbs	70
Rasps, horse, ½ doz	3 13

KINGSTON—*Continued.*

INDUSTRIES—*Con.*

Trade Shops—Con.

Rasps, shoe, 3 doz	7 05
Rules, 2 feet, 2 doz	8 80
Rubber tissue, 2 lbs	2 50
Steel, barrier, 64,631 lbs	4,512 85
" diamond, 47 lbs	6 58
" tool, 216 lbs	34 86
" machine, 811 lbs	23 47
" hex., 283 lb	40 19
" band, 70 lbs	2 10
" milled, 464 lbs	14 95
" rod, 150 lbs	5 25
" tire, 116 lbs	3 19
" oct., 633 lbs	88 62
Screws, wood, 10 gross	1 38
" set, 185	2 26
" machine, 200	1 66
Scoops, 3¾ doz	40 50
Starch, laundry, 43 lbs	3 44
Sponges, 2 doz	80
Silk twist, 3 lbs	17 00
" machine, 3 lbs	24 00
" sewing, 2 lbs	16 00
Sheaves, 2	5 20
Shovels, 2 doz	14 40
Staples, 15 lbs	2 25
Skive blade, 1	5 50
Splitter, blade, 1	2 75
Snips,	2 50
Socks, 9 doz	27 00
Squirt cans, 4	1 20
Sewing machine, parts for	18 95
Saws, track	1 70
Subs. to trade journals	19 40
Size, gold, 1 pint	30
Silesia, 64 yards	16 00
Tape, 2 gross	92
Tacks, brass, 1,000	75
" cut, 60½ packages	1 31
" shoe, 40 lbs	6 00
Trowels, pointing, 14	5 60
Threads, cotton, 3 gross	15 30
" linen, 48 lbs	44 00
" shoe, 6 lbs	4 80
Turpentine, 43 gal	42 14
Taps, hand, 1 set	2 33
Tin IXX, 7 boxes	45 50
" pig, 59 lbs	26 89
" Canada plate, 8 boxes	23 45
" black, 28½ lbs	12 83
Table for drilling machine	15 00
Type, 10 lbs	5 14
Twine, broom, 31 lb	11 16
Tow, spun, 627 lbs	114 60
Thermometers, 2	70
Tape, 1 gross	45
Toe calks, 2 boxes	4 00
Tweed, 277 yards	193 90
Thimbles, 30	60
Twine, 3 balls	24
Taps, 3	75
Tallow, 25 lbs	2 13
Varnish, 5½ gal	11 50
Wax, shoe, 20 lbs	2 00
Wire, iron, 355½ lbs	9 63
" broom, 123 lbs	8 54
" cloth, 125 yards	2 50
" steel spring, 1,838 lbs	141 77
" cotton, 113 lbs	9 61

INDUSTRIES—*Con.*

Trade Shops—Con.

Wire, spool	05
" stovepipe, 5 lbs	35
" sifter, 7¾ feet	1 39
Wrenches, monkey, 1	1 85
" parts for	5 80
Welding compound, 75 lbs	7 50
Wicks, 4 doz	20
Wheels, parts for	4 85
Washers, iron, 50 lbs	2 66
Wheels, cutter, 6	60
Wood, 21 cords	94 50
Wadding, 2 bales	10 50
Customs' entries	1 25
Duty	217 54
Containers	1 50
Freight and express	294 85
	15,763 56
Less refund of expenditure	32 14
	15,731 42

Binder Twine.

Advertising	14 24
Aprons, rubber, 4	40 09
Bags, twine, 13,027	956 95
Balling machine rings, 8	9 75
Balling machine ring, 9⅞ lbs	7 41
Belting, 178½ feet	187 86
Belt hooks, 100	5 50
" fasteners, 260	5 40
" repairs	9 00
Coal screenings, 631^{1320} tons	1,778 12
Cogs, 15	1 50
Castings, pully, 518 lbs	25 90
Driving wheel for engine	245 00
Degras, 2,088 lbs	66 39
Exchange	2 95
Gears 5	50
" wheels, 1	5 15
" pully, 12	3 00
Grease, 25 lbs	5 00
Hemp, manila, 515,276 lbs	39,334 50
" sisal, 137,944 lbs	8,466 03
Jenny nippers, 12	72 00
Knives, butcher, ½ doz	2 07
Machinery, parts for	8 64
Oil, black, 231½ gal	32 91
" twine, 10,079 gal	1,089 86
" machine, 41 gal	10 25
" engine, 82 gal	20 48
Paper, 3,360 lbs	95 76
Pulley cogs, 15	3 75
Pullies, split, 2	5 00
Postage	90 00
Sponge, grease, 10 lbs	90
Shell covers, 2	2 00
Screws, cap, 2 doz	72
" coach, 1 doz	48
Spreader, 1	1,050 00
Spool heads, 264	21 12
Telegrams	81 85
Travelling expenses	286 80
Trunk nails	51

KINGSTON—*Continued.*

INDUSTRIES—*Con.*

Binder Twine—Con.

Duty	218 00
Customs entries	4 25
Freight and cartage	3,038 99
	57,306 58

PRISON EQUIPMENT.

Prison Furnishing.

Cotton twilled, 2,329 yards	279 48
Bed and spring	6 50
Blankets, 200	405 00
Felt, 1,500 sq. feet	82 50
Soap, castile, 3,632 lbs	306 60
Soap, shaving, 30 lbs	10 50
Table cloth, 5 yards	2 45
" napkins, 2 doz	4 00
Ticking, 321¾ yards	62 75
Window blind cloth, 6⅓ yards	4 43
Freight	6 71
	1,170 92

Utensils and Vehicles.

Ammunition, 2,300 caatridges	26 40
Brushes, sink, 10 doz	3 00
" shaving, 1 doz	2 31
" nail, 12 doz	3 60
Crockery	11 75
Clothes pins, 6 doz	25
Clocks, repaired	3 85
Clipper springs, 12	84
Funnel, glass, 1	15
Faucets, 2	95
Frying pan, 1	35
Flower pots	20 29
Goggles, 7 doz	2 40
Lawn mowers, 2	15 00
" mowers, parts for	70
Level and grade finder	3 75
Mugs, 10½ doz	15 80
Mouse traps, 1½ doz	94
Oven parts	6 80
Hose and couplings, 150 feet	31 35
Kettles, 3	3 25
Knives, butcher, 8	3 58
" cooks, 1	1 25
" paring and guards, 48	4 20
Padlocks, 1 doz	6 00
Plates	72
Potato parers, 13	8 25
Razors, repaired, 10	2 50
" safety, 1	1 75
Riot guns, 4	102 00
Rat trap, 1	15
Range, 1	138 00

PRISON EQUIPMENT—*Con.*

Utensils and Vehicles—Con.

Spoons, table, 1 gross	3 50
Sleigh robe, 1	10 00
Speed indicator, 1	3 00
Thermometers, 4	70
Vinegar barrel, 1	2 25
Vehicles, parts for	33 98
Wash boards, 3	75
Duty	5 60
Customs entries	50
Freight and express	9 79
	492 20

Land and Buildings.

Bolts, machine, 1 gross	1 75
" chain, 9 doz	22 50
Cement, 128 bbls	256 00
Castings, 2,636 lbs	105 36
Glass, 22 boxes	79 20
Hinges, 30 doz	29 70
Iron, 1,999 lbs	45 98
Lumber, assorted, 5,687 feet	902 92
Lead, pig, 4,657 lbs	260 79
Labour, 32 hours	8 00
Posts, cedar, 100	20 00
Pickets, spiral, 1,000	17 28
Putty, 908 lbs	16 34
Rivets, 80 lbs	5 15
Screws, machine, 3 gross	4 05
" wood, 20 gross	3 12
Sand, 168¾ yards	189 06
Staples, 100 lbs	3 25
Sash pullies, 18 doz	6 30
Sash cord, 40 lbs	14 00
Steel, 3,788 lbs	119 32
Wire, wove, 35 sq. feet	2 45
Wire, fence, 635 lbs	18 42
Freight	2 60
Cartage	9 45
	2,142 99

MISCELLANEOUS.

Advertising	328 05
Travelling expenses—	
Penitentiary officials	124 55
Departmental officials	250 00
	702 60

Special.

Rifle and revolver practice (prizes)	50 00
	202,487 99

KINGSTON.

RECAPITULATION.

	$ cts.	$ cts.
Staff—		
Salaries and retiring allowances	74,299 93	
Uniforms and mess	4,308 33	78,608 26
Maintenance of Convicts—		
Rations	20,643 42	
Clothing and Medicines	6,292 11	
		26,935 53
Discharge Expenses—		
Freedom suits and allowances	2,596 88	
Transfer and interment	64 50	
		2,661 38
Working Expenses—		
Heat, light and water	7,397 13	
Maintenance of buildings and machinery	7,454 42	
Chapels, schools and library	236 42	
Office expenses	1,142 49	
		16,230 46
Industries—		
Farm	455 65	
Trade shops	15,731 42	
Binder twine	57,306 58	
		73,493 65
Prison Equipment—		
Furnishings	1,170 92	
Utensils and vehicles	492 20	
Land, buildings and walls	2,142 99	
		3,806 11
Miscellaneous—		
Advertising and travel	702 60	
Special	50 00	
		752 60
Total		202,487 99

ST. VINCENT DE PAUL.

STAFF.	$ cts
Salaries.	
Warden, 1 year	2,400 00
Surgeon, 1 year	1,600 00
Accountant, 1 year	1,400 00
Chaplains, 2, at $1,200, 1 year	2,400 00
Engineer, 1 ., at $1,000, 10 mos	833 32
Steward and Baker, 1 year	1,000 00
Warden's clerk, etc., 1 year	1,000 00
Asst. steward, 1 year	700 00
Storekeeper, 10⅝ mos	759 68
Asst. storekeeper, 1 year	700 00
Hospital overseer, etc., 1 year	900 00
Electrician, 1 year	800 00
Firemen, 2, 1 year less deductions	1,172 42
Messenger, 1 year	600 00
Gate keeper and armourer, 1 year	700 00
Chief trade instructor, 1 year	1,000 00
Trade instructors, 8, at $800 a year	6,400
" broken periods	760 00
Stable guards, 2, at $600 1 year	1,200 00
Deputy warden, 1 year	1,500 00
Chief keeper, 1 year	1,200 00
Chief watchman, 1 year	800 00
Keepers, 7, at $700, 1 year	4,900 00
Watchmen 5, at $650, 1 year	3,250 00
" 1, at $650 less deduction	647 25
Guards, 23, at $600, 1 year	13,800 00
" 10, at $600, broken periods	3,838 17
Tem. guards, 3, at $500. broken periods	746 44
Total salaries	57,007 28
Retiring Allowance.	
N. Charbonneau	2,631 32
Uniforms.	
Benzine, ½ gal	20
Buttons, gilt, 10 gross	24 28
" pant, 6 gross	60
" coat, 3 gross	9 90
Buckles, 6 gross	90
Buckram, 10 yards	2 00
Button hole twist, 2 lbs	9 60
Cap badges, 16 doz	32 93
Cheese cloth, 300 yards	12 00
Cotton, twilled, 200 yards	23 00
Crowns, 2 only	1 83
Crosses, gold, 2 only	1 50
Canvas, 292½ yards	43 84
Dressing, boot, 1 gal	75
Duck, brown, 146¼ yards	73 13
Felt, 3 yards	1 65
Frieze, 103½ yards	193 25
Farmers' satin, 119 yards	53 55
Gloves, 12 pairs	15 00
Gimp, chain, 12 yards	4 20
Hair seal skins, 18	99 00
Hooks, 8 M	3 60
Hardash, 4 lbs	20 00
Heels and soles, rubber, 1 pair	1 10
Italian cloth, 94½ yards	39 22
Linen, 92½ yards	14 76
Leather, sole, 300 lbs	72 00
" welt, 37 lbs	15 54

STAFF—*Con.*	$ cts
Uniforms—Con.	
Leather upper, 41½ lbs	20 75
" Dongola, 30¼ lbs	9 83
" Dongola, 18¾ feet	7 50
" Canadian calf, 28½ feet	11 40
" Canadian calf, 149¼ lbs	94 00
Lamb, skins, Persian, 3	30 00
Mitts, 62 pairs	62 00
Stars, embossed, 4 only	3 80
Silesia, fancy, 124½ yards	12 27
Silesia, black, 164½ yards	11 93
Shoe, ink, 4 gal	1 60
" varnish, 2 gal	1 50
Steel shanks, men's, 1 doz	15
Serge, 445 yards	578 91
Sweat bands, 6 doz	5 76
Twist, 2¼ lbs	16 50
Thread, linen, 10 lbs	22 00
" machine silk, 6 lbs	28 80
Wadding, 1,200 yards	21 00
Webbing, 7 pieces	2 10
Cans, 1 only	25
Freight and express	10 40
	1,631 78
Mess.	
Apples, evaporated, 100 lbs	10 00
Baking soda, 30 lbs	90
Baking soda, 1 can	05
Butter, 818 lbs	212 68
Beef, 3,112 lbs	174 27
Baking powder, 9 lbs	1 60
Cloves, 5 lbs	1 10
Currants, 10 lbs	75
Corn, dried, 40 lbs	1 60
Curry powder, Indian, 5 lbs	2 50
Essence of lemon, 1 lb	1 10
" of vanilla, 1 lb	90
Eggs, 248 doz	67 00
Fish, boneless, 112 lbs	7 56
" cod, 222 lbs	14 31
" haddock, 264½ lbs	18 50
Ginger, ground, 10 lbs	2 15
Mustard, 4 jars	2 88
Mutton, 100 lbs	6 00
Milk, 210 gals	42 28
Nutmegs, 1 lb	30
Raisins, 140 lbs	11 20
	579 63
MAINTENANCE OF CONVICTS—	
Rations.	
Apples, (Christmas Extras) 7 bbls	26 25
Barley, pot, 12 bags	28 80
Beans, 11,530 lbs	336 90
Beef, 55,195 lbs	3,090 91
Carrots, 10¾ bush	7 75
Fish, boneless, 140 lbs	9 45
Flour, 2,060 bags	4,354 00
Lard, 2,512 lbs	314 01
Mutton, 672 lbs	40 32
Molasses, 1,805 gals	577 60

ST. VINCENT DE PAUL—*Continued.*

Rations—Con.	
Milk, (Christmas Extras) 10 gals	2 00
Oats, rolled, 3,870 lbs	106 43
Onions, 770 lbs	23 10
Pepper, white, 500 lbs	115 00
Potatoes, 17,030 lbs	234 16
Pork, clear mess, 82 bbls	1,927 00
Rice, 2,000 lbs	64 00
Salt, coarse, 17,900 lbs	98 45
Split pease, 5,880 lbs	161 70
Sugar, Muscavado, 7,138 lbs	249 84
Turnips, 24 bags	23 40
Tea, 1,122 lbs	179 52
Vinegar, 21,460 gals	51 51
Yeast, 208 lbs	62 40
Freight and express	13 79
	12,098 29
Less refund of expenditure	48 63
	12,049 66
Convicts' Clothing.	
Buckles, Jap, 1 gross	1 32
Buttons, agate, 22 gross	2 20
Buttons, white bone, 30 gross	4 50
" pant, 54 gross	5 40
" coat, 24 gross	9 60
Cheese cloth, 220 yards	8 80
Checked cloth, 1,557½ yards	1,413 43
Cashmere, 1 yard	26
Denim, 4,383 yards	918 83
Flannellette, 250 yards	37 50
Hats, straw, 40 doz	48 00
Kersey, 438½ yards	87 50
Leather, upper, 555 lbs	260 85
" sheepskin, 162 lbs	72 90
" Canadian calf, 307 lbs	205 69
" split, 333 lbs	89 91
" sole, 3,084 lbs	740 16
" welt, 90 lbs	37 80
" Porpoise, 35¼ lbs	52 88
Nails, iron, 90 lbs	4 95
" Hungarian, 65 lbs	6 50
Oil, neatsfoot, 20 gal	18 00
Pegs, shoe, 3 bush	3 15
Rivets, 65 lbs	5 20
Shirting, galatea, 1321½ yards	171 76
Tape, 12 gross	4 80
Tacks, shoe, 15 lbs	2 25
Thread, shoe, 72 lbs	57 60
" linen, 48 lbs	15 84
" cotton, 16 gross	61 92
Underclothing, 127 doz. pieces	571 50
Wax, shoe, 20 lbs	2 40
Yarn, 600 lbs	300 00
Customs charges	3 50
Containers	3 20
Freight and express	12 72
	5,242 82
Less refund of expenditure (denim)	890 79
	4,352 03

MAINTENANCE OF CONVICTS—*Con.*

Medicines and Medical Comforts.	
Apples, 1 bag	1 25
Biscuits, sodas, 3 boxes	90
Bananas, 1 doz	20
Baking powder, 5 lbs	1 25
Butter, 942 lbs	244 92
Cocoa, 3 boxes	20
Coffee, 50 lbs	12 50
Cornstarch, 3 lbs	30
Currants, 3 lbs	44
Drugs, sundry,	349 13
Eggs, 61 doz	15 40
Lemons, 1 doz	30
Methylated spirits, 5 gals	10 50
Milk, 764½ gals	152 91
Nutmegs, 5 lbs	1 50
Oranges, 1 doz	20
Professional services	35 00
Raisins, 6 lbs	78
Spectacles, special, 1 pair	5 00
Spices, 5 packages	25
Sherry, 1 gal	4 00
Tobacco, 86 lbs	38 71
Tomatoes, 7 tins	88
Tapioca, 2 lbs	20
Truss, 1 only	44
Freight and express	15 67
	892 83
Freedom Suits and Allowances.	
Transportation and allowances (168)	1,078 75
Braces, 1 gross	13 20
Buckles, 12 gross	1 80
Cheese cloth, 132 yards	5 28
Cotton, twilled, 101 yards	11 61
Canvas, French, 300 yards	23 25
Eyelets, 30 M	6 60
Farmers' satin, 426 yards	46 86
Flannel, 1,292 yards	142 12
Gloves, 5 doz. pairs	12 50
Handkerchiefs, 1 gross	4 80
Hats, felt, 18 doz	76 50
Leather, buff, 244½ feet	39 12
" " 104½ lbs	16 68
" sole, 300 lbs	72 00
Lining, 309½ yards	30 56
Rivets, steel, 50 lbs	4 00
Ties, 12 doz	13 20
Tweed, 877 yards	236 79
Thread, machine, 15 lbs	13 50
Wadding, 1 bale	5 25
Freight and express	1 00
	1,855 37
Transfers.	
Expense transfers (6)	157 00
Freight and express	2 20
	159 20

ST. VINCENT DE PAUL—*Continued.*

WORKING EXPENSES,

Heat, Light and Water.

Burners, lamp, 2 doz	1 95
Bushings, fibre, 125 only	6 00
Batteries, parts for	7 52
Cordwood, 132½ cords	730 20
Coal, screenings, 3,922,440 lbs	7,050 85
" egg, 187^{1312} tons	1,219 76
" oil, 140 gal	23 80
Carbons, round, 12 only	3 00
" electro, 500 only	25 00
" holders, upper, 12 only	10 80
Electric lamps, arc, 6 only	22 50
" 612 only	108 88
Globes, inner, 216 only	79 92
Magnet wire, 3$^{1}_{8}$ lbs	1 53
Resistance coils, 6 only	4 50
Boxes, etc	2 40
Freight and express	25 30
	9,323 91
Less refund of expenditure	24 74
	9,299 17

Maintenance of Buildings.

Acid, mur, 50 lbs	2 00
Acme holders, 6 only	30
Bronze, gold, 2 lbs	5 00
" copper, 1 lb	1 25
" liquid, ¼ gal	75
Bricks, fire, 7,000 only	172 90
Butts, 1½ doz	1 01
Bolts, window, 5 doz	8 84
" car, 4,000 only	26 92
" tire, 100	18
Bibbs, flanged, 8 only	4 94
Borax, 200 lbs	9 50
Babbit metal, 100 lbs	20 00
Branch headers, 4 only	1 95
Closet bowl, 1 only	3 75
Castings, 2,916 lbs	158 57
Closet seat and cover, 1 only	1 85
Cement, 158 bbls	297 50
Caps, 84 only	3 27
" chimney, 132 lbs	36 96
Crosses, mal iron, 24 only	4 00
Cord, flex, 200 feet	6 50
" cotton, 200 yards	6 50
Cell levers, 6 only	6 00
Coloûrs, 46 gal	21 90
" 581 lbs	120 83
Electric brackets, 20 only	55 90
" shades, 2 only	50
Emery, 80 lbs	4 00
Expansion joints, 2 only	18 50
Elbows, brass, 1 doz	1 30
" 24 doz	31 71
Flanges, mall iron, 50 only	9 75
Guards, 12 only	2 30
Glue, 100 lbs	9 00
Glass, corrugated, 8 panes	8 18
" 25 cases	80 55
Hooks, 6 doz	1 20
Hose nozzle, 1 only	88
Hinges, shutter, 1 doz	77
" sundry, 38 doz	17 62
Hose, garden, 100 feet	14 25

WORKING EXPENSES.—*Con.*

Maintenance of Buildings.

Hose, fire, 350 feet	288 75
" steam, 20 feet	13 19
Iron, refined, 2,686 lbs	72 52
" Swede, 50 lbs	2 05
" Russian, 8 lbs	84
" sheet, 165 lbs	4 46
" road machine, 89 lbs	2 63
" square, 386 lbs	10 42
" band, 2,571 lbs	71 66
" round, 362 lbs	9 77
" 2,667 lbs	75 46
Keys, padlock, 1 only	78
Key wrench, 1 only	1 00
Kelzo, white, 625 lbs	28 13
Key sockets, 56 only	7 84
Knobs, porceline, 112 only	90
" door, 1 doz	1 20
" shutter, 1 doz	30
" mortice, 1 doz	1 10
Lead, pig, 354 lbs	19 82
" white, 3,500 lbs	252 00
" red, 150 lbs	14 25
Lye, concentrated, 60 doz	38 40
Locks, prison and keys, 4 only	43 33
" cupboard, 2 doz	8 25
" mortice, 1½ doz	9 02
" padlocks, 9 only	1 47
" drawer, 6 only	90
Latches, 8 only	4 67
Lifts, sash, 6 doz	1 00
Lumber, 41,876 feet	1,376 38
" dimension, 13 pieces	142 40
" basswood, 2,000 feet	60 00
" spruce, 4,000, feet	80 00
" pine, 9,000 feet	225 00
Nuts, 200 lbs	10 70
" 2 doz	72
Nails, moulding, 25 lbs	1 25
" wire, 34 kegs	91 20
" " 200 lbs	6 65
" 1 box	2 47
Ornaments, brass, 14 only	13 44
Plugs, 72 only	1 24
" bath, 1 only	15
" Ed. attachment, 12 only	1 80
Pipe, steel, 630 lbs	56 82
" iron, 384 feet	99 12
Putz pomade, 87⅔ doz	40 38
Parts for stove	4 50
Pulls, drawer, 1 gross	2 00
Pulleys, 1 doz	50
Paper, sand, 3 reams	13 53
" tar, 11 yards	2 20
Rivets, countersink, 912 only	45 96
Rings, door, ¼ doz	15
Sea grass, 139 lbs	5 16
Solder, 10 lbs	2 20
Sash cord, 10½ lbs	3 68
Sink, enamelled, 1 only	9 18
Soap, 12,096 lbs	483 84
Staples, 10 lbs	2 00
Steel, machine, 90 lbs	2 66
" soft, 1,643 lbs	45 18
" cast, 119 lbs	10 17
Screws, set, 2 only	75
" asst. ,253 gross	43 64
" log, 50 only	1 25
Switches, snap, 12 only	1 92
Shellac, 10 gal	31 00

ST. VINCENT DE PAUL—*Continued.*

Working Expenses—*Continued.*	
Maintenance of Buildings—Con.	
Screw eyes, 1 gross	40
Sand, moulding, 420 lbs	1 26
Size, 25 lbs	75
Screens, 27 only	129 75
Shades, 12 only	3 25
Tees, 96 only	47 49
Turpentine, 87[17] gals	89 71
Tank, pine, 1 only	3 25
Tin, 19 boxes	124 75
Tacks, cut, 1 paper	25
" 2 doz	54
Toilet paper, 30 boxes	193 44
Trap, 1 only	7 25
Tape, grimshaw, 10 lbs	9 00
" rubber, 5 lbs	2 75
Unions, brass, 6 only	1 41
Unions, 6 doz	10 05
Varnish, 46 gal	53 75
Welding compound, 30 lbs	2 10
Whiting, 1,047 lbs	6 29
Wire, woven, ½ yard	21
" galvanized, 270 lbs	12 08
" R.C., 1,118 feet	21 34
" fixture, 500 feet	3 25
Water feed regulator, 1 only	209 50
Washers, 115 lbs	8 62
Wall paper, 148 rolls	19 75
" border, 162 yards	11 05
Cartage	2 00
Packing, etc	2 45
Freight and express	129 51
	6,197 33
Less refund of expenditure	6 51
	6,190 82

Maintenance of Machinery.	
Ammonia powder, 50 lbs	5 00
Ball bearings, 12 only	50
Bushings, 300 only	12 53
Battery zincs, 5 doz	3 75
Boiler compound, 470 lbs	51 70
Buckles, turn, 8 only	8 00
" 2 doz	1 91
Batteries, 48 only	12 00
Belting leather, 500 feet	192 00
Connections, rubber, 12 only	2 00
Cocks, brass, 2 doz	2 00
" gauge, ½ doz	2 50
" pit, ¼ doz	66
Castings, 3,991 lbs	219 51
Carbon brushes, 12 only	1 41
Flue cleaners	2 25
Fire bricks, 1 set	3 00
" clay, 3 tons	27 00
Grease, 125 lbs	13 00
Graphite, 5 lbs	50
Gauge glasses, 4 doz	1 72
Grate bars, 2 sets	7 64
" 4,300 lbs	172 40
Grate, 1 only	3 90
Heater coils, 100 only	32 00
Nozzles, brass, 2 only	10 95

Working Expenses—*Con.*	
Maintenance of Machinery—Con.	
Oil caps, 6 only	10 80
" lindseed, 175 gal	116 25
" machine, 354½ gal	89 39
" cylinder, 285 gal	108 30
" dynamo, 45 gal	22 50
" olive, 1 gal	1 70
Pipe, brass, 29½ lbs	9 35
Packing, sheet, 122 lbs	30 50
" core, 22 lbs	9 90
" elastic, 3¾ lbs	1 69
" spiral, 87 lbs	48 83
" asbestos, 5 lbs	1 75
" rainbow, 14 lbs	12 01
" flat, 15½ lbs	4 73
" rubber, 3⅛ lbs	1 07
Parts for machinery	3 07
Repairs to engine	53 50
Spur gears for pump, 2 only	140 00
Tube cleaners, 6 only	11 88
Valve seats, Jenkins, 60 only	4 20
" discs Jenkins, 60 only	5 52
" brass globe, 6 only	1 76
" Jenkins, Globe, 10 doz	124 74
" 1 only	6 75
Washers, gauge glass, 4 doz	1 40
" 176 lbs	12 19
Zincs, Leclanche, 10 doz	7 50
Containers	5 35
Cartage	2 50
Freight and express	38 16
	1,677 12

Chapels, Schools and Library.	
Binder's cloth, 99½ yards	22 02
Books, copy, 12 doz	8 40
" readers, 4 doz	8 32
" dictionaries, 4½ doz	19 90
Chalks, 3 boxes	90
Care of chapel	51 00
Farmers' satin, 10 yards	2 50
Hosts, 1,200 only	2 72
Oil, 5 gal	4 25
Organists' salaries, 2, 1 year	100 00
Printing choir slips, 1,000 only	1 04
Registration of deaths	2 00
Subs. to papers and magazines	18 25
Wine, 2 bottles	1 10
Wax tapers, 75 lbs	31 25
Packing	2 25
Freight and express	3 40
	279 30

Office Expenses.	
Conductors' punch	2 00
Clock dials	8 00
Postage	101 28
Premium on officers' bonds	24 00
Printing, sundry	400 37
Repairs to numbering machine	2 25
Stationery	350 00
Subs. to newspapers	17 00
Telephones, 1 year	40 00

ST. VINCENT DE PAUL—*Continued.*

WORKING EXPENSES—*Con.*

Office Expenses—Con.

Telephone connections	45 75
Telegrams	13 71
Freight and express	17 92
	1,022 28
Less refund of expenditure	1 48
	1,020 80

INDUSTRIES.

Farm.

Buckwheat, 1,470 lbs	26 13
Barley, 25 bags	37 50
Binder twine, 200 lbs	23 00
Buckles, 2 gross	1 00
Bolts, guard, 14 only	1 10
Bridle bits, 6 only	75
Bran, 1 ton	23 40
Calks "Neverslip", 100 only	3 35
Caster oil, 5 lbs	50
Corn feed, 8,125 lbs	101 56
Curry combs, 1 doz	2 00
Clover, 30 lbs	5 70
Forks, manure, ½ doz	4 95
Feed, wheat, 667 bush	396 20
" Eureka, 20 tons	480 00
Horse clippers, 1 pair	1 38
" shoes, 100 lbs	3 75
" shoe nails, 1 box	2 28
Harness composition, 1 doz	2 00
Hay, 5[7]10 tons	112 77
Horses, 2 only	485 00
Knives, 2 only	50
Leather, harness, 106 lbs	31 80
" collar, 27¾	4 17
Linseed, 10 lbs	35
Manure, 15 cars	240 00
Oats, 53 bags	63 60
Parts of machinery, sundry	12 65
Potatoes, 59½ bags	47 80
Pease, 25 bags	62 50
Paris green, 100 lbs	27 25
Rope, manilla, 27 lbs	4 32
Repairs to machines	21 40
Root cutter, 1 only	13 50
Soft soap	5 00
Scythe stones, 3 doz	1 80
Straw, 10 [1]510 tons	73 48
Seeds, 55 lbs	15 00
Scythe snaiths, ½ doz	3 09
Straps, Pitman	29
Toe calk steel, 51 lbs	1 58
Timothy, 1 bag	6 50
Varnish, leather, 1 doz	1 20
Veterinary service	27 00
Wheel boxes, ½ doz	10 00
Wire, galvanized, 1,000 lbs	28 50
Whip	2 50
Freight and express	6 23
	2,426 24
Less refund of expenditure	1 02
	2,425 22

INDUSTRIES—*Con.*

Trade Shops.

Awls pegging, 8 gross	9 00
" 2 only	30
" Hafts, 1 doz	1 25
Bristles, 1 lb	6 50
Bits, sundry, 6 doz	11 02
Bread cutter, 1 only	4 50
Bucket ears, 50 lbs	8 00
Burring machine, 1 only	11 25
Brushes, 12 doz	17 69
Beeswax, 10 lbs	4 50
Bolts, stove, 300 only	65
" car, 1,400 only	12 27
Brace, 1 only	2 00
Creaser, single, 1 only	60
Chalk, tailors, 8 boxes	4 80
" red, 25 lbs	5 00
Charcoal, 100 bags	20 00
Canada plate, 9 boxes	25 65
Castings, 78 lbs	5 66
Clamp, needle, 1 only	17
Compasses, scratch, 1 only	2 50
Crucibles, 60 lbs	13 20
Colours, 20 gal	8 70
" 20 lbs	7 00
Coal, blacksmith, 78,440 lbs	235 32
Cardboard, 100 sheets	18 00
Drills, twist, 19½ doz	115 83
" taper shank, 30 only	27 15
" 32 only	25 41
Door pulls, ½ doz	45
Dies, 4 sets	18 20
Duck, white, 10 yards	1 80
Eyeleter, Monitor, 1 only	21 00
Eraser, 1 only	42
Emery cloth, ½ ream	8 91
" wheels, 8 only	43 10
" straps, 1 doz	1 65
" powder, 20 lbs	1 95
Flannel, green, 1 yard	60
Fuse, 500 feet	2 63
Files, assd., 37⅝ doz	102 32
Glass 200 feet	7 50
" cutter, 1 only	4 50
Gasolene, 10 gal	4 00
Gum, Tragacanth, 1 lb	50
Heel balls, 1 gross	1 44
Hammer, 1 only	55
" claw, 1 doz	5 25
Handles, 20½ doz	12 45
" awl, 6 doz	3 60
Heater coils, 8 only	38 00
Hinges, spring, 1 doz	1 80
Hoop setting machine, 1 only	10 00
Jute webbing, 72 yards	1 65
Knives, shoe, 2 doz	2 70
" butchers, 2 only	1 95
" putty, 6 only	74
" splitting, 1 only	3 00
" pocket, 2 only	1 50
" planer, 2 only	6 48
Leather, sole, 400 lbs	96 00
" French calf, 27 lbs	31 86
" Dongola, 30½ lbs	12 00
" pebble grain, 25¾ feet	4 89
Levels, 7 only	10 55
Lumber, 2,000 feet	150 00
Lasts, 12 pairs	4 80
Lath centres, 2 sets	10 00

ST. VINCENT DE PAUL—*Continued.*

INDUSTRIES.—*Con.*

Trade Shops—Con.

Lock, 1 only	30
Iron 598 lbs	16 15
" ½ rd., 300 lbs	10 50
Masons' lines, 5 lbs	2 00
Nails, sets, 1 doz	85
Nippers, cutting, 1 pair	1 50
Needles, sundry 32 papers	4 60
" 707 only	7 83
" 4½ gross	8 29
Oil 1 gal	1 25
" lard, 5 gal	4 00
" Cuban, 6 cans	3 00
Oxalic acid, 2 lbs	20
Pliers, 3 pairs	1 89
Punches, oval, 3 only	90
" nail, 3 only	30
" eyelet, 1 only	5 00
Planes, 6 only	14 49
Pumice stone, 10 lbs	1 00
Pencils, carpenters, 6 doz	1 26
Paper, drafting, 1 roll	3 10
" blue print, 6 roll	3 54
" drawing, 1 roll	18 90
Plane cutters, Stanley, 2 only	1 75
Rings, rubber, 6 only	09
Repairs and sundry parts	24 98
Rotten stone, 3 lbs	30
Rubber cement, 5 cans	3 00
Rules, foot, 3 doz	14 04
" machine, 1 only	45
Rubber, 112¼ lbs	23 11
Rice root, 50 lbs	13 00
Reece plate, 1 only	14 93
Screw driver, 3 only	90
Screws, 20 gross	2 89
Set screws, 24 only	36
Sand paper, 2½ reams	10 39
Saw set, 1 only	60
Shoe wax, 25 lbs	4 15
Smoothing iron, 1 only	25
Subs. to Trade Journals, 2 only	14 00
Steel cast, 1,329 lbs	105 38
Saws, band, 100 feet	14 55
" key-hole, 2 only	20
" hack, 4 doz	3 05
Sewing machines, 2 only	75 00
" " parts for	1 13
Snips, 4 pairs	9 40
Shovels, 8 doz	66 60
Solder, silver, 2 oz	2 30
Snaps, Jap, ½ gross	1 25
Shears, 2 pairs	16 75
Tap, pipe, 1 only	35
" machine hand, 1 set	55
Tin, Ignot, 114 lbs	57 00
" XX, 4 boxes	25 00
Turpentine, 87½ gal	90 05
Tacks, cut, 6 doz	2 30
Trowels, 1½ doz	10 28
Thread, bookbinders, 3 lbs	3 38
Toothing iron, 1 only	25
Varnish, 5 gal	6 25
Wheels, overstitch, 1 only	1 10
Welding compound, 60 lbs	4 95
Wrenches, 2 only	7 80
Wrenches, pipe, 1 only	1 38
Wrench, monkey, 4 only	1 65
Wire, 479 lbs	12 98

INDUSTRIES—*Con.*

Trade Shops—Con.

Postage	49
Casing, etc.	2 90
Freight and express	29 41
	2,028 38

PRISON EQUIPMENT.

Furnishings.

Brass pins, 1 lb	1 25
Blankets, 200	405 00
Castors, 6 sets	54
Carpet, 134½ yards	168 13
Forfar linen, 542½ yards	168 18
Hat hooks, 6 doz	1 67
Soap, castile, 1,136½ lbs	85 24
" shaving, 40 lbs	14 00
" toilet, 24 doz	6 00
Satin, red, 15 yards	2 25
Towels, 2 doz	80
Freight and express	4 91
	857 97

Utensils and Vehicles.

Bellows, hand, 1 only	50
Brushes, 2½ doz	10 90
Brooms, hair, 4 only	7 00
" 50 doz	112 50
Bath brick, 2 doz	80
Boiler, galvanized iron, 1 only	88
Bucket ears, 43 lbs	6 88
Brass strainer cloth, 5 feet	90
Clipper springs, 1 doz	1 00
Cups and saucers, 2½ doz	2 02
Crash, 509 yards	76 35
Carpet sweeper, 1 only	2 50
Combs, 2½ gross	10 55
Cartridges, 2,000 only	43 50
Colours, Japan, 10 lbs	1 70
Clock repaired, 1 only	2 00
Crock, 1 only	25
Duster, feather, 3 only	3 00
Inspection of scales	14 75
Iron, galvanized, 1,068 lbs	44 32
" Russian, 217 lbs	22 68
Leather, patent, 9 feet	2 25
Mugs, shaving, 4 only	50
" " ½ doz	35
Lumber, pine, 4 pieces	20 00
Pans, frying, 1 only	35
Pot, steel, 1 only	1 30
Plates, 3½ doz	3 30
Pearline, 6 boxes	22 80
Rubber, 36¼ lbs	36 81
Razors, 1 doz	11 00
Rivets, 10 m	1 98
Steel, tire, 76 lbs	1 71
Scale, 1 only	5 95
Sponges, 2 lbs	5 00
Spoons, 1½ gross	5 05
Shears, barber, 1 pair	80
Tap, wooden, 1 only	25
Tin, 12 boxes	79 50

ST. VINCENT DE PAUL—*Continued.*

PRISON EQUIPMENT—*Con.*

Utensils and Vehicles—Con.

Tumblers, ¾ doz	75
Varnish, 1 gal	2 10
Wire, bright, 296 lbs	7 10
" tinsmiths, 245 lbs	6 83
" galvanized, 1,038 lbs	37 88
Wheels for tramway, 4,950 lbs	173 25
Water pad, single, 1 only	80
Whisks, 1 doz	1 20
Boxes,	10
Freight and express	31 87
	825 76

Lands, Buildings and Walls.

Bushings, 12 only	64
Buckles, 6½ lbs	1 27
Bolts, door, 12 doz	12 60
Bricks, fire, 4 M	105 80
Cedar posts, 204 only	40 80
Cement, 307 bbls	567 95
Clay, America, 6 tons	54 00
Castings, 306 lbs	12 24
Elbows, 25½ lbs	3 40
Hinges, 24 pairs	6 76
Iron, galvanized, 4,482 lbs	190 49
Labour, 2 hours	1 00
Lumber, 64,532 feet	1,733 66
Plugs, galvanized, 12 only	33
Paper, 195 rolls	234 00
Pipe, soil, 5 pieces	10 80
" galvanized, 793$\frac{9}{12}$ feet	105 61
" galvanized, 165 lbs	16 43
Rivets, special, 722 lbs	30 69
Steel, milled, 1,632 lbs	44 88
" soft, 1,776 lbs	48 84
" cutting same	2 50

PRISON EQUIPMENT—*Con.*

Lands, Buildings and Walls—Con.

Steel bar, 48,551 lbs	4,074 79
Spikes, 896 lbs	30 46
Syphons, 5 only	15 00
Sand, 60 tons	24 00
" 1 car	8 00
Saw dust, 460 bags	13 80
Tees, 11½ lbs	1 53
Ties, cedar, 1,094 only	502 20
Valves, globe, 6 only	10 13
Valves, check, 3 only	2 96
Boxes, etc	20
Freight and express	390 70
	8,298 46

MISCELLANEOUS.

Advertising and Travel.

Advertising	147 92
Travel, department officers	277 59
" penitentiary officers	152 85
	578 36

Special.

Services, professional	5 00
" as auctioneer	5 00
Rent of railway siding	11 54
Rifle and revolver prizes	50 00
Travelling expenses of witnesses	6 50
Witness fees	6 85
	84 89

ST. VINCENT DE PAUL.—*Concluded.*

RECAPITULATION.

Staff—		
Salaries and retiring allowances	$ 59,639 20	
Uniforms and mess	2,211 41	
		$ 61,850 61
Maintenance of Convicts—		
Rations	12,049 66	
Clothing and medicines	5,244 86	
		17,294 52
Discharge Expenses—		
Freedom suits and allowances	1,855 37	
Transfer and interment	159 20	
		2,014 57
Working Expenses—		
Heat, light and water	9,299 17	
Maintenance of buildings and machinery	7,867 94	
Chapels, schools and library	279 30	
Office expenses	1,020 80	
		18,467 21
Industries—		
Farm	2,425 22	
Trade shops	2,028 38	
		4,453 60
Prison Equipment—		
Furnishing		
Utensils and vehicles	825 76	
Land, buildings and walls	8,298 46	
		9,982 19
Miscellaneous—		
Advertising and travel	578 36	
Special	84 89	
		663 25
Total		$ 114,725 95

DORCHESTER

Staff.	$ cts.
Salaries.	
Warden, 12 m	2,200 00
Surgeon, broken periods, at $1,500.00	1,322 58
Accountant, 12 m	1,200 00
Chaplains, 2, 12 m	1,899 98
Storekeeper and warden's clerk, 12 m	800 00
Steward and baker, 12 m	900 00
Engineer, 12 m	1,000 00
Hospital overseer, etc., 12 m	900 00
Matron, 12 m	600 00
Deputy matron, 12 m	450 00
Messenger, 12 m	600 00
Fireman, 12 m	600 00
Trade instructors, 6 at $800, 12 m	4,800 00
" " 2 at $800 less deduction	1,590 70
Stable guards, 2, at $600, 12 m	1,200 00
Deputy warden, 12 m	1,500 00
Chief keeper, 12 m	900 00
Chief watchman, 12 m	800 00
Watchman, 2, at $650, 12 m	1,300 00
Keepers, 4 at $700, 12 m	2,800 00
Guards, 17, at $600, 12 m	10,200 00
" 3 at $600, broken periods	654 84
Temporary officers	388 38
	38,606 48
Retiring Allowances.	
Wm. Hogan	2077 76
Uniforms.	
Buttons, 8 gross	24 90
Caps Persian lamb, 6	58 10
" hair seal, 6	18 00
" badges, 2 doz	8 40
" straps, 4 doz	1 60
Collar badges, 2	59
Cap peaks, 4 doz	10 00
Crowns,	9 04
Canvas, 165 yards	26 40
Duck, 96 yards	36 25
Duty	13 35
Dress goods (matrons) 12 yards	12 00
Frieze, 120 yards	120 00
Gloves, 40 pairs	41 70
Holland, 101¾ yards	18 32
Hats, 4½ doz	68 67
Italian cloth, 183¾ yards	89 06
Leather, 2 sides	11 00
Lining, 182 yards	49 00
Laces, 1 gross	4 00
Melton, 6⅛ yards	27 56
Mitts, 9 pairs	9 00
Olivets, 2 doz	2 50
Pocketing, 103 yards	19 87
Persian lamb skins, 9	81 50
Rain coat, 1	16 50
Serge, 150 yards	213 00
" Khaki, 346¾ yards	456 38
Silesia, 216 yards	22 78
Scarlet cloth, 6½ yards	21 13
Sweat bands, 4 doz	6 00

Staff—*Con.*	
Uniforms—Con.	
Tweed, 36 yards	36 00
Thread, silk, 3 lbs	16 40
Uppers, 97 pairs	147 25
Wadding, 2 bales	11 00
Freight	8 83
	1,716 08
Mess.	
Apples, evaporated, 300 lbs	30 64
Baking powder, 1 doz	5 40
Butter, 772 lbs	186 82
Coffee, 15 lbs	2 80
Eggs, 10 doz	1 90
Ginger, 10 lbs	2 40
Lard, 250 lbs	32 50
Onions, 125 lbs	3 75
Potatoes, 6 bush	4 20
Pepper, 20 lbs	4 40
Raisins, 184 lbs	7 98
Sugar, 1,838 bs	83 44
	366 23
Less refund of expenditure	14 00
	352 23
Maintenance of Convicts.	
Rations.	
Barley, pot, 588 lbs	14 70
Beef, 28,565 lbs	2,107 89
Fish, boneless, 6,400 lbs	256 00
" fresh, 400 lbs	16 00
Beans, 6,300 lbs	189 00
Cornmeal, 4,900 lbs	85 75
Christmas extras	50 22
Flour, 820 bbls	3,398 25
Herring, 25 bbls	127 00
Lard, 150 lbs	18 50
Molasses, 1,696 gal	556 84
Mustard, 5 lbs	1 10
Mutton, 557 lbs	40 38
Rolled oats, 10,480 lbs	326 27
Pepper, 20 lbs	4 40
Potatoes, 102 bush	71 40
Pease, split, 2,940 lbs	83 73
Onions, 1,363 lbs	44 21
Rice, 1,120 lbs	36 40
Salt, 9,634 lbs	72 08
Tea, 485 lbs	77 60
Vinegar, 21 gal	5 25
Yeast, 327 lbs	114 45
Freight	183 47
	7,880 89

DORCHESTER—*Continued*:

MAINTENANCE OF CONVICTS—*Con.*

Clothing.

Boots, rubber, 6 pairs	24 00
Buttons, assorted, 188 gross	8 16
Cotton, 288 yards	51 84
Denim, 418 yards	83 60
Flannel, 187 yards	21 51
Forfar linen, 204 yards	61 20
Galatea, 553 yards	74 66
Hats, 100	12 00
Handkerchiefs, 2 doz	9 40
Ink, printers, 10 lbs	2 50
Leather, upper, 115 lbs	50 60
" sole, 600 lbs	132 00
Laces, 2 gross	4 00
Moccasins, 1 doz	19 00
Prison tweed, 1,191 yards	1,080 84
Rivets, shoe, 30 lbs	2 25
Shirting, 492 yards	61 50
Sheepskins, 46½ lbs	13 95
Underclothing, 120½ doz	542 25
Freight	22 20
	2,277 46

Hospital.

Biscuits, 38½ lbs	2 31
Drugs,	331 12
Eggs, 1 doz	16
Medical services	312 42
Trusses, 4	4 90
	650 91

DISCHARGE EXPENSES.

Freedom Suits and Allowance.

Braid, 12 yards	0 96
Binding, 4½ yards	23
Canvas, 300 yards	24 00
Cotton, 59 yards	6 65
Coats (women's) 4	13 75
Dress goods, 24 yards	6 90
Farmers' satin, 56 yards	5 60
Gloves, 4 pairs	1 05
Handkerchiefs, 24 doz	9 80
Hats, women's, 4	5 00
" men's, 3 doz	11 00
Lining, 90 yards	9 86
Neckties, 5 doz	5 25
Silesia, 413¾ yards	31 56
Sateen, 178 yards	17 80
Tweed, 807¾ yards	229 41
Undervests, 4	1 20
Underclothing, 1½ doz	8 25
Waists, 1	1 25
Transportation and allowances (77)	615 80
	1,005 32

Interments.

Sundry coffin fittings	13 11

WORKING EXPENSES.

Heat, Light and Water.

Electric light	5 75
Coal, 1,768[611] tons	4,612 81
Coal oil, 3,511½ gal	659 20
Lamp globes, 2 doz	9 00
" chimneys, 94½ doz	57 12
" burners, 19 doz	13 30
" wicks, ¼ gross	75
" wicks, 12 yards	1 20
" collars, 1 gross	2 25
Freight	39 44
Matches, 5 case	21 00
	5,421 82
Less refund of expenditure	122 94
	5,298 88

Maintenance of Buildings.

Alabastine, 200 lbs	13 75
Antiseptic compound, 128 gal	147 20
Benzine, 10 gal	5 00
Bends, 5	4 37
Brushes, 10 doz	9 90
Black lead, 1 gross	1 60
Customs duty	5 10
Cement, 200 lbs	2 00
Chloride of lime, 50 lbs	2 50
Castings, 258 lbs	14 24
Conduit cable, 120 feet	18 60
Drain pipe, 200 feet	45 46
Duck, 106 yards	34 98
Emery, 5 lbs	50
Felt, tarred, 518 lbs	11 65
Files, 3 doz	3 90
Furnace door, 1	2 35
Gasoline, 5 gal	5 40
Glass, 10 cases	39 00
Globe valves, 1	90
Hinges, 4 doz	4 38
Hair, plasterers, 450 lbs	13 50
Grates, 1 set	6 39
Hard oil finish, 25 gal	37 50
Iron pipe, 3,894 lbs	87 61
Iron, assorted, 4,746 lbs	176 63
Japan, 5 gal	4 50
Oil linseed, 82 gal	48 51
Oakum, 50 lbs	2 00
Plaster, 12 bbls	21 40
Pitch, 12 bbls	54 08
Pitch, 1,745 lbs	15 71
Metal polish, 100 lbs	20 00
Putz Pomade, 4 doz	8 67
Paint, 50 lbs	6 25
" 135 gal	236 25
Roofing paper, 15 rolls	7 50
Run knobs, 2 doz	2 40
Rivets, 2 lbs	1 00
Screw plates, 2	100 00
Soap, 1,900 lbs	88 75
Shelac, 2 gal	6 50
Screws, 200 gross	20 51
Slate shingles, 300	21 75
Sapolio, 1 box	3 00
Soda, washing, 5,040 lbs	50 40
Steel beams	53 20

DORCHESTER—*Continued.*

WORKING EXPENSES—*Con.*

Maintenance of Buildings—Con.

Sal amoniac, 5 lbs	90
Telephone batteries, 10	6 00
Tarred felt, 100 rolls	121 05
Varnish, 12 gal	23 00
Wire, 125 lbs	3 31
Water pipe, 2,203 lbs	55 08
Wall paper and labour laying same	391 65
White lead, 1,200 lbs	90 00
Freight	222 59
	2,380 37
Less refund of expenditure	34 00
	2,346 37

Maintenance of Machinery.

Boiler inspection	36 66
Cotton waste, 215 lbs	13 33
Machine oil, 79½ gal	23 85
Packing, 1 lb	1 00
	74 84

Chapels, School and Library.

Alter, requisites	55 79
Books, library	56 02
Bibles, 10½ doz	57 30
Duty on books	14 00
Glue pot, 1	85
Organist's salaries	125 00
Subs. magazines	7 20
Tuning organ	8 00
Freight	5 11
	329 27

Office Expenses.

Clock dials, 1 box	8 00
Customs duty	2 40
Premium on officer's bonds	24 00
Postage	82 00
Printing department	90 65
Stationery department	125 46
Subs. to papers	50 20
Telephone, exchange	45 00
" long distance	6 30
Telegrams	18 24
Freight	20 84
	473 09

INDUSTRIES.

Farm.

Bullrings, 1	25
Curry combs, 1 doz	1 50
Cattle poundage	6 30
Castings	23 61
Collar pads, 1 doz	6 00
Brushes, horse, 2 doz	6 02
Baskets, 2 doz	4 56

INDUSTRIES—*Con.*

Farm—Con.

Forks, 2 doz	16 78
Fertilizer, 3 tons	99 00
Horses, 2	460 00
Hose, 18 feet	3 24
Horse rugs, 8	23 50
Hay rakes, 1 horse	22 00
Harness, double, 1 set	58 00
Mowing machine, 1	60 45
Oats, 1,195 bush	618 38
Paris green, 50 lbs	15 00
Pots, 50 gallon, 2	6 76
Plants	1 40
Scythes, 1 doz	7 65
Saddle pads, 2	2 00
Spades, 1 doz	17 00
Seeds	87 15
Sulphur, 112 lbs	4 48
Travelling expenses	28 75
Vitriol, 100 lbs	10 00
Whips, 1	1 00
Freight	13 46
	1,604 24

Trade Shops.

Awls, assorted, 4 7/12 gross	3 35
Buckles, 3 gross	1 40
Bolts, assorted, 1,000	5 67
Brushes assorted, 16½ doz	66 25
Bibb seats, 10 doz	1 00
Burnishing ink, 3 doz	4 50
Carpenters' pencils, 5 doz	1 10
Calf skins, 90 lbs	67 51
Cotton, 1,089½ yards	113 96
Colours, 27 lbs	5 22
Customs duty	1 90
Castings, 66 lbs	2 56
Candle wick, 10 lbs	2 15
Chain tongs, 1 pair	6 30
Copper, 7 lbs	3 50
Chalk, 6 boxes	1 92
Cottonade, 103½ yards	18 63
Duck, 106½ yards	18 59
Fork handles, 1 doz	2 96
Fuse, 3 coils	1 95
Forcecups, 1	60
Files, 7 doz	13 74
Glass, 7 cases	24 85
Gasoline, 12 gal	8 10
Glue, 100 lbs	9 25
Galatea, 333¾ yards	45 06
Hooks, boot, 2 boxes	1 00
Hammers, 1 doz	5 25
Hoes, ½ doz	3 75
Iron, assorted, 3,934 lbs	121 63
Injector, 1	10 80
Japan, 5 gal	4 50
Levels, spirit, 3	6 15
Laces, ½ gross	2 00
Latches, 4 doz	4 40
Locks, 4 1/12 doz	6 49
Leather, upper, 469 lbs	206 36
" sole, 2,438 lbs	569 12
Lasts, 2 pairs	50
Lamp black, 25 lbs	2 19
Lathe dogs, 12	16 35

DORCHESTER—*Continued.*

INDUSTRIES.—*Con.*

Trade Shops—Con.

Mirror, 1	5 00
Nails, shoe, 95 lbs	8 45
" wire, 25 lbs	2 38
Nippers, 1 doz	2 00
Nails, horseshoe, 50 lbs	4 80
Needles, assorted	10 00
Putty, 401 lbs	9 62
Padlocks, 1½ doz	9 50
Powder blasting, 4 kegs	11 00
Punches, 1	2 10
Pipe cutters, 1	5 25
Putz Pomade, 1 doz	4 00
Pig tin, 116½ lbs	58 25
Raw Sienna, 50 lbs	3 00
Rules, 2 feet, 21½ doz	16 10
Rubber cement, ½ doz	50
Rivets, 6 lbs	46
Shovels 3 doz	21 84
" handles, 1 doz	2 96
Steel tapeline, 1	3 00
Subs. to trade journals	24 00
Sewing machine springs, ½ doz	60
Squares, 2 doz	14 72
Screw drivers, 1	50
Soil pipe, 6 feet	48
Shoe dressing, 1 gal	1 25
Sewing machine oil, 1 gal	90
Splither, 1	6 00
Steel shanks, 1 gross	1 50
Soap stone, 5 lbs	50
Taps, 1	45
Toe tacks, 20 lbs	2 00
Tailors' shears, 2 pairs	2 48
Trowels, ½ doz	7 50
Thread, assorted, 30 lbs	27 00
Tin, 6 boxes	33 75
Turpentine, 47⅞ gal	47 67
Thimbles, 5 doz	66
Thread, 5 gross	25 50
Twist, 5 lbs	29 50
Tailor's stove, 1	25 00
Vise, 1	10 50
Wire, 256 lbs	6 75
" sand screen, 30 sq. feet	2 16
Wrenches, 2	1 56
White lead, 500 lbs	37 50
Whiting, 336 lbs	3 02
Wadding, 1 bale	5 50
Containers	2 55
Freight	26 76
	1,920 98

PRISON EQUIPMENT.

Machinery.

Cement, 1 bag	1 50
Engine and base, 1	475 00
Hand blowers, 4	91 77
Freight	25
	568 52

PRISON EQUIPMENT—*Con.*

Furnishings.

Blankets, 50 pairs	101 25
Boot blacking, 2 doz	2 00
Barbers' soap, 20 lbs	8 00
Carpet, 39½ yards	39 50
Cotton, 181 yards	21 72
Casting	96
Chairs, office, 2	25 00
Castile, soap, 782 lbs	74 29
Forfar, linen, 310½ yards	93 15
Desk, 1	50 00
Mirror, 1	2 50
Towels, 2 doz	4 90
Towelling, 428 yards	46 44
Freight	8 76
	478 47

Utensils and Vehicles.

Axle clips, 50	2 08
" arms, 1 set	3 35
Black lead, 4 doz	53
Brooms, 20 doz	45 00
Butcher steels, 2	2 00
" knives, ½ doz	3 24
Bath brick, 6 doz	2 70
Custom's duty	53 10
Cartridges, 10 m	177 01
Cups and saucers, 2 doz	2 10
Lantern globes, 3 doz	1 44
Oilers, 1 doz	3 25
Pans, 1 doz	1 30
Plates, 3 doz	3 70
Measuring pumps, 1	6 50
Razors, 1 doz	11 00
Range, 1	102 00
Rims, 4 pairs	18 00
Repairing clock	2 50
Scales, 1 set	5 75
Shovels, 3 doz	38 02
Shaft couplings, 6 pairs	1 80
Shaving brushes, 1 doz	2 76
Spoons, 20 doz	5 33
Shoe brushes, 2 doz	4 90
Scrubbing brushes, 10 doz	8 00
Scoops, ½ doz	12 00
Spokes, 4 sets	20 00
Tin, 6 boxes	36 00
" block, 57 lbs	28 50
Wash tubs, 6	7 50
Freight	8 91
	620 27

Land, Buildings and Walls.

Alabastine, 16 lbs	6 90
Asbestos pipe covering, 1,674 feet	181 71
Acid muriatic, 120 lbs	5 00
Asbestos cement, 100 lbs	1 50
Babbit metal, 25 lbs	5 00
Branch headers, 48	142 60
Bolts, 3 doz	2 34
Bushings, 97	5 87
Bends, 3	1 20

DORCHESTER—*Continued.*

PRISON EQUIPMENT—*Con.*

Land, Etc.—Con.

Cement, 355 bbls	869 75
Curtis seperator, 1	44 75
Castings, 3,248 lbs	82 44
Couplings, 24	6 24
Cocks, 1 doz	2 76
Enamel, 5 gal	15 00
Elbows, assorted, 430	50 77
Crosses, 2	68
Electric light installation	1,247 81
Electrician, services of	121 20
Floor flanges, 16	2 56
Fuse, 3 coil	1 90
Glass, 20 cases	65 00
Hubs, D.D., 10	3 00
Hinges, 2½ doz	10 12
Nails, 24 kegs	69 75
Iron bar, 660 lbs	19 80
" galvanized, 3,378 lbs	172 28
" sheet, 524 lbs	15 72
Insulators, 50	2 50
Lumber assorted, 19,806 feet	277 13
Locks, 2 doz	12 18
Legal services	80 21
Land, 4 acres	350 00
Lime, 300 casks	349 50
Metalic roofing, 10,568 feet	316 40
Metallic roofing, 80 squares	250 92
Pipe, 10,137 lbs	1,105 73
" 547¾ feet	31 20
Powder, 5 kegs	13 75
Sash pulleys, 22 doz	5 50
Sheet lead, 597 lbs	43 28
Sheeting paper, 40 rolls	20 50
Pipe galvanized, 816½ feet	78 09
Putty, 396 lbs	9 50
Pig lead, 302 lbs	12 84
Surveyors' fees	17 50
Screws and fittings	2 10
Soil pipe, 125 feet	25 00
Screw cleanouts, 15	5 25
Sand, 133 loads	26 60
Screws, 111 gross	25 38
Sash cord, 10 lbs	3 50

PRISON EQUIPMENT—*Con.*

Lands, Etc.—Con.

Tees, 123	24 71
Traps, 8	13 32
Telephone service, installation	196 00
T, and Y's, 20	14 00
Travelling expenses	19 03
Unions, assorted, 16	3 30
Valves, assorted, 91	213 40
Ventilators, 2	36 00
Valve seats, 48	8 76
Wire, electric for telephones, 8,000 feet	120 00
" " " 95 lbs	5 23
Wire gauges, 1	2 50
Yellow ochre, 100 lbs	2 00
Freight	157 79
	7,034 25
Less refund of expenditure	52 99
	6,981 26

MISCELLANEOUS.

Advertising	166 09
Travelling expenses—	
Penitentiary officers	126 72
Departmental officers	139 39
	432 20

Special

Reward for recapture of prisoners	20 00
Legal services	11 70
Rifle and re olver prizes	50 00
	81 70

DORCHESTER.—*Concluded.*

RECAPITUATION.

Staff—		
Salaries and retiring allowances	$ 40,684 24	
Uniforms and mess	2,068 31	
		42,752 55
Maintenance of Convicts—		
Rations	7,880 89	
Clothing and medicines	2,928 37	
		10,809 26
Discharge Expenses—		
Freedom suits and allowances	1,005 32	
Transfer and interment	13 11	
		1,018 43
Working Expenses—		
Heat, light and water	5,298 88	
Maintenance of buldings and machinery	2,421 21	
Chapels, schools and library	329 27	
Office expenses	473 09	
		8,522 45
Industries—		
Farm	1,604 24	
Trade shops	1,920 98	
		3,525 22
Prison Equipment—		
Machinery	568 52	
Furnishing	478 47	
Utensils and vehicles	620 27	
Land, buildings and walls	6,981 26	
		8,648 52
Miscellaneous—		
Advertising and travel	432 20	
Special	81 70	
		513 90
Total		$ 75,790 33

MANITOBA.

STAFF.

Salaries.

	$ cts.
Warden, 1, 12 m	2,200 00
Surgeon, 1, 12 m	1,500 00
Chaplain, 1, 12 m	1,000 00
" 1 broken period	583 31
Accountant and storekeeper, 11 m	1,375 00
Storekeeper, 1 m	75 00
Steward, 12 m	900 00
Hospital overseer, broken periods	791 38
Engineer, 12 m	1,000 00
Chief trade instructor, 12 m	1,000 00
Trade instructors, 3, at $800, 12 m	2,400 00
Trade instructors, 1, broken period	563 24
Deputy warden, 1, 12 m	1,500 00
Chief watchman	900 00
Keepers, 2, at $800, 12 m	1,600 00
Guards, 16, at $700, 12 m	11,200 00
Guards, 6, broken periods	2,064 03
Temporary officers	636 93
	31,288 89

Retirement Allowance

Rev. F. M. Finn	562 49
F. Bainbridge	58 33
J. O. Beaupre	1,494 37
	2,115 19

Uniforms.

Beaver, 10 yards	42 50
Buttons, 2 boxes	3 25
" barrel, ¾ gross	1 05
" coat, 1 gross	3 30
" vest, 1 gross	2 10
Caps, staff, 3 doz	46 80
" Persian lamb, 3	36 00
Cordovan, 110 feet	19 80
Capes, rubber, 1 doz	42 00
Canvas, 48¾ yards	6 10
Crowns, 2 doz. pairs	14 70
Farmers' satin, 283½ yards	28 33
Hats, uniform, 2 1/12 doz	44 30
Haircloth, 100 yards	27 50
Hooks and eyes, 1 gross	22
Italian cloth, 6 yards	6 00
Lining, sleeve, 3 yards	1 26
Leather, 20¾ lbs	9 35
" Canadian calf, 90 lbs	68 60
" sole, 202 lbs	52 52
Mitts, 1 pair	1 25
Moose hides, 2	16 00
Persian lamb skins, 12	108 00
Padding, 20 yards	9 00
Stay linen, 183¼ yards	31 55
Silesia, 451 yards	30 53
Serge, Khaki, 202⅝ yards	233 02
Serge, blue, 140 ¾ yards	209 86
Scarlet cloth, 5 yards	13 75
Ticking, 36 yards	8 64
Thread machine silk, 2 lbs	16 00
" B.H. twist, 1 lb	4 50
Postage	11
Freight and express	2 25
	1,140 14

STAFF—*Con.*

Mess.

Apples, 20 lbs	1 20
Apricots, 3 lbs	75
Baking soda, 1 lb	10
" powder, 5 lbs	90
Butter, 328 lbs	62 64
Beef, 1,768 lbs	123 76
Corn, 11 cans	1 10
Codfish, 13 lbs	1 30
Cheese, 14¾ lbs	2 64
Catsup, 2 tins	30
Coffee, 12 lbs	4 80
Cornstarch, 24 packages	1 68
Currants, 13 lbs	1 30
Essences, 6 bottles	3 00
Egg powder, 15 tins	2 25
Eggs, 31 doz	7 52
Herrings, kippered, 2 tins	30
Jam, 10 pots	4 00
Mustard, 1 lb	30
Malta Vita, 3 packages	40
Marmalade, 28 lbs	2 40
Onions, 30 lbs	1 50
Peaches, dried, 3 lbs	45
Pease, 7 tins	70
Prunes, 17 lbs	1 75
Pickles, 1 bottle	35
Pears, dried, 4 lbs	70
Raisins, 16 lbs	1 98
Salmon, 11 cans	1 65
Sauce, 3 bottles	1 05
Sugar, 450 lbs	22 50
Tapioca, 11 lbs	1 00
Tomatoes, 32 cans	4 59
Tea, 22 lbs	8 80
Vinegar, 5 gal	1 50
Freight and express	15 39
	286 55

MAINTENANCE OF CONVICTS.

Rations.

Beans, 1,352 lbs	47 32
Beef, 31,797 lbs	2,225 79
Christmas extras	21 46
Fish, 1,224 lbs	30 60
Flour, 620 bags	961 00
Mustard, 10 lbs	2 50
Molasses, 131⅕ gal	65 55
Pepper, 25 lbs	8 00
Pease, split, 600 lbs	18 00
Rolled, oats, 2,880 lbs	86 40
Rice, 896 lbs	40 32
Sugar, 3,106 lbs	150 58
Salt, 4,200 lbs	37 80
Tea, 440 lbs	67 20
Vinegar, 57 gal	17 10
Yeast, 78 lbs	30 24
Containers	4 50
Freight and express	10 22
	3,824 58

MANITOBA—*Continued.*

MAINTENANCE OF CONVICTS.—Con.

Prison Clothing.

Brace elastic, 116 yards		13 98
Buttons, trouser, 20 gross		1 85
" agate, 10 gross		1 00
Cotton, 5,855¾ yards		275 76
Duck, 368½ yards		66 62
Galatea, 1,009½ yards		126 19
Hats, straw, 10 doz		15 00
Jean, 90 yards		8 16
Leather, cow hide, 202 lbs		90 90
" grain, 48 lbs		23 04
" moccasin, 154½ lbs		61 80
" sole, 900 lbs		222 64
Moose hides, 8		72 00
Prison cloth, 440¾ yards		328 74
Thread, 5 gross		19 50
Yarn, 561 lbs		275 07
Underclothing, 80 doz		407 50
Containers		2 25
Freight and express		28 02
	2,040 02	

Hospital.

Bovril, 1 bottle		35
Bananas, ½ doz		15
Biscuits, 12½ lbs		1 25
Butter, 174½ lbs		31 41
Clinical thermometers, 2		1 00
Cornstarch, 24 packages		1 68
Drugs,		180 30
Eggs, 15 doz		2 92
Flax seed, 3 bush		3 90
Jam, 2 tins		60
Keep of insane prisonser		350 25
Mosquito netting, 5 yards		50
Marmalade, 2 lbs		35
Sugar, 50 lbs		2 50
Surgical instruments		25 55
Oranges, 1½ doz		60
Rubber tubing, 10 yards		1 18
Sago, 3 lbs		30
Tobacco, 50 lbs		5 60
Tapioca, 2 lbs		20
Freight and express		21 46
	632 05	

DISCHARGE EXPENSES.

Freedom Suits and Allowances.

Transportation and allowances, 90		1,335 57
Buttons, vest, 3 gross		1 35
" collar, 15 doz		90
Collars, 9 doz		8 95
Canvas, 250 yards		20 00
Caps, 2 doz		12 00
Farmers' satin, 150 yards		15 00
Hats, 3½ doz		18 45
Handkerchiefs, 8 doz		3 20
Leather, Canadian calf, 20 lbs		16 00
" sole, 76 lbs		19 76
Mitts, 6 pairs		1 80
Studs, 5 doz		80
Shirts, 1½ doz		7 75
Silesia, 332¼ yards		26 58
Stay linen, 100 yards		17 50

DISCHARGE EXPENSES—Con.

Freedom Suits, Etc.—Con.

Tweed, 450 yards		112 71
Ties, 9⅓ doz		12 20
Yarn, 20 lbs		10 00
Underclothing, 5 doz		24 00
		1,664 52
Less refund of expenditure		2 35
		1,662 17

Transfers

Transfer of 3 insane prisoners to Kingston		781 05
Transfer of female prisoner to Edmonton		137 20
		918 25
Less refund of expenditure		178 05
		740 20

WORKING EXPENSES.

Heat, Light and Water.

Cordwood, 15 cords		61 50
Coal oil, 2,383½ gal		500 86
Candles, 36 lbs		4 68
Coal, soft, 708[1600] tons		3,908 48
Coal, egg, 79[1400] tons		733 24
Globes, lantern, 3 doz		1 95
Lamp burners, 9 doz		7 35
" chimneys, 42 doz		26 70
" wick, 4 gross		2 10
Matches, 4 gross		2 40
Signal oil, 9 gal		6 55
		5,255 81
Less refund of expenditure		95 14
		5,160 67

Maintenance of Buildings.

Baize, 30 yards	22 50
Bolts, 600	2 35
Brushes, w.w., doz. 6	23 39
Blue prints	95
Babbit, metal, 11 lbs	1 26
Butts, steel, 3 pairs	2 95
Blue, ball, 12 lbs	2 64
Bath, changes, to	10 00
Boilers, for range, 2	12 70
Couplings, 24 lbs	1 38
Chloride of lime, 598 lbs	29 90
Cleaning and deepening wells	357 50
Customs' duty	6 80
Colours, assorted, 37 lbs	18 80
Elbows, 1 doz	96
Emery cloth, 15 quires	11 75
Floor filler, 25 lbs	4 00
Fumigating house	5 00
Glue, 249 lbs	39 84
Heaters, 2	24 00
Hair, plasterers, 5 bales	4 50
Insect powder, 3 lbs	1 50

MANITOBA—*Continued.*

WORKING EXPENSES.—Con.

Maintenance of Buildings—Con.

Ice, 120 tons	110 00
Knobs, mortice, 1 doz	3 66
" rim, 1 doz	1 25
Lime, 150 bush	45 00
Locks, rim, 1 doz	1 83
" mortice, ½ doz	2 48
" cupboard, 1 doz	95
Lead, white, 2,000 lbs	160 00
Lye, 22 doz	22 00
Mouse traps, 4	20
Oil linseed, 90¾ gal	70 24
Laths, 12 M	106 00
Lumber, assorted, 22,246 feet	1,110 89
Putty, 100 lbs	2 50
Putz Pomade, 38 doz	13 00
Pipe, steam, 20½ feet	10 91
Parts for heater	1 25
Pulls, drawer, 1 doz	38
Plugs, 4	28
Repairs to bell system	30 40
Red oxide, 100 lbs	2 50
Rent of site of storehouse	1 00
Sash cord, 15 lbs	3 29
Shingles, 100 M	385 00
Seeds, flower	4 75
Soap laundry, 3,540 lbs	194 70
Starch, laundry, 25 lbs	1 50
Screws, 2 gross	22
Smoke stacks, 4	17 40
Telephone system repairs	24 36
Turpentine, 44 gal	50 16
Tin ingot, 55 lbs	26 68
Toilet paper, 400 packages	28 80
Whiting, 5,625 lbs	70 31
Washing soda, 2,418 lbs	48 36
Containers	2 25
Freight and express	72 75
	3,211 92
Less refund of expenditure	5 07
	3,206 85

Maintenance of Machinery.

Asbestos packing, 3 lbs	90
Boiler inspection	36 66
Boiler tubes, 52	112 32
" compound, 887 lbs	88 70
Castings, assorted	3 24
Copper sulphide, 5 lbs	60
Iron sulphide, 40 lbs	1 20
Fire clay, 5 sacks	10 00
Grate bars, 1,080 lbs	43 20
Gauge glasses, 1 doz	60
Injector, 1	12 00
Lubricator jackets	70
Packing rubber, 9 lbs	4 05
Oil machine, 40 gal	14 80
" cylinder, 57 gal	57 00
Parts of machinery	43 30
Packing rings, 6	5 00
Valves globe, 1	2 25
" check, 2	3 10
Containers	4 20
Freight and express	2 44
	446 26

WORKING EXPENSES—Con.

Chapels, School and Library.

Chants, 1 doz	4 20
Binding cotton, 15 yards	3 05
Hymn-books, 51	9 25
School books	10 20
Organists' salary	50 00
Psalter's 1 doz	10 80
Prayer-books, 1	3 50
Millboard, 72 sheets	10 20
Leather, binding skins, 3	4 05
Laundry for chapel	3 21
Subs. to magazines	16 63
Sanctuary oil, 5 gal	6 50
" lamp	75
Freight and express	1 60
	133 94

Office Expenses.

Stationery department	84 32
Printing department	178 06
Premium on officer's bonds	24 00
Telephone, long distance	2 78
Telegrams	37 11
Postage stamps	46 00
Subs. to papers	27 00
Freight and express	19 52
	418 79

INDUSTRIES

Farm.

Axle grease, 6 doz	6 60
Whips, 2	2 00
Bran, 1 ton	18 00
Boar pig, 1	15 00
Cow-chains, 1 doz	2 18
Canvas, 2 rolls	10 00
Disbursements re stolen robes	10 00
Forks, hay, 1 doz	4 80
Grass seed attachment, 1	9 00
Harrow, 1	35 00
Horse medicine	1 00
Horse shoe pads, 3 pairs	3 75
Horse shoe nails, 50 lbs	6 33
Harvesters' gloves, ½ doz	1 75
Labour shoeing horses, 43 hours	19 30
Binder twine, 250 lbs	30 00
Parts for machines	8 37
Potatoes, 50 bags	45 00
Paris green, 27 lbs	8 91
Repairs to windmill	6 35
Staples, 60 lbs	2 01
Snaps, ¼ gross	75
Seeds	310 96
Sweat pads, 6	7 50
Threshing grain	156 21
Travelling expenses	8 95
Veterinary's services	24 00
Containers	1 60
Freight and express	28 35
	783 67

MANITOBA—*Continued*

Industries—Con.	
Trade Shops.	
Acid, oxalic, 2 lbs	50
" muriatic, 11 lbs	1 10
Ammonia, 2 gal	2 41
Awls, 1 gross	2 00
Brushes, assorted, 12 doz	50 10
Bolts, stove, 600	1 68
" machine, 300	3 69
" carriage, 1,550	13 39
Bits, gimlet, 2 doz	1 20
Bushings, 3 doz	90
Buckles, 6 gross	90
Buttons, 32 gross	5 40
Babbit metal, 10 lbs	1 60
Copper, tinned, 17 lbs	4 85
Couplings,	1 00
Chalk, tailors, 6 boxes	3 54
Coal, smiths, 2 tons	22 00
Charcoal, 51 bush	12 78
Colours, 91 lbs	10 22
Cordwood, Tamorac ,56 cords	302 40
" poplar, 65 cords	266 50
Chisels, 2 doz	13 37
Dressing, shoe, 2 doz	5 00
" 40 lbs	8 00
Dies, pipe, 2	2 35
Eyelets, 5 M	3 75
Elbows, 14½ lbs	1 41
Emery cloth, 20 quires	17 62
Felt, tar sheets, 2 doz	2 40
" insole, 9¾ lbs	10 73
Files, assorted, 13½ doz	15 93
Glue, white, 48 lbs	7 68
Hair, plasterers, 5 bales	4 75
Hoes, mortar, ¼ doz	1 88
Handles, hammer, 12 doz	6 93
" axe 5½ doz	6 66
Horse shoe calks, 50 lbs	3 00
Hard oil finish,5 gal	5 60
Japan, 15 gal	8 55
Iron, bar, 710 lbs	20 18
" galvanized, 1,311 lbs	59 00
Leather, kangaroo, 59½ lbs	24 99
" cordovan, 105½ lbs	31 65
" sheepskins, 57½ lbs	6 33
Locks, desk, ½ doz	6 25
Level, glasses, 2	1 35
Linen stay, 96 yards	13 44
Lumber, assorted, 6,175 feet	401 92
Mallet, rawhide, 1	4 00
Moose hides, 2	12 00
Mason lines, 5	42
Nuts, hex., 21 lbs	1 63
Needles, sewing machine, 5 gross	8 80
" knitting, machine, 2 gross	1 20
" sewing, 48 papers	96
Nails, horse shoe, 50 lbs	6 15
" wire, 3 kegs	9 15
" iron, 30 lbs	2 10
" moulding, 15 lbs	1 55
Oakum, 25 lbs	1 25
Oil, linseed, 40¾ gal	32 20
Putty, 353 lbs	8 85
Pail ears, 20 lbs	4 40
Pump couplings, 2 lbs	52
Paper, tar, 24 rolls	16 56
" cutting, 2 rolls	3 50
Padding felt, 65 yards	19 50
Pipe, iron, 200½ feet	10 85
Plumbago, 5 lbs	25

Industries—Con.	
Trade Shops—Con.	
Powder, blasting, 10 kegs	30 00
Reducers, 3¾ lbs	58
Rasps, wood, ½ doz	2 34
Resin, 5 lbs	20
Rivets, brass, 30 lbs	12 00
" steel, 40 lbs	4 00
" brogan, 4 lbs	4 00
Soldering, iron, 4 lbs	1 64
Saw set, 1	33
Sewing machine, 1	95 00
" " shuttle, 1	55
Saws hack, 1 doz	28
Shellac, 1 gal	2 75
Scoops, 1½ doz	19 19
Sash cord, 10 lbs	3 50
Sand paper, 1 ream	4 29
Subs. to trade journals	3 00
Screw eyes, 1 gross	08
Screws, 74 gross	14 54
Sal amononiac, 5 lbs	70
Serge, 20 yards	29 90
Trap, 1	2 80
Twist, machine, 12 lbs	90 00
" button hole, 10 lbs	45 00
" silk, 4 lbs	19 00
Thread, assorted, 36 lbs	51 28
Tape measures, 1 doz	65
Tissue, rubber, 3 lbs	3 00
Tin, 113½ lbs	55 05
" sheet, 1½ box	21 75
" Canada plate, 6 boxes	21 40
Tacks, 48 packages	1 32
Wrenches, 2	3 55
" parts for	2 71
Wadding, 2 bales	10 00
Wire, steel, 93 lbs	4 21
" iron, 189 lbs	6 05
Wax, shoe, 2 gross	1 85
" bees, 4 lbs	1 60
Washers, cutting	88
Varnish, 1 gal	1 65
Vise, pipe, 1	19 25
Containers	9 75
Freight and express	42 20
	2,188 54
Prison Equipment.	
Machinery.	
Drilling machine, 1	123 10
Pully, 1	3 25
Freight and express	83
	127 18
Furnishing	
Carpet, 144 yards	237 60
Chair seats, 20	3 80
Castile soap, 74 lbs	9 36
Barbers, soap, 18½ lbs	8 96
Dish, sugar, 1	15
Jugs, 2	45
Oilcloth, 4 pieces	10 80
Towelling, 285 yards	34 20
Ticking, 549 yards	107 06
Freight and express	1 87
	414 25

MANITOBA—*Continued*.

PRISON EQUIPMENT—CON.

Utensils and Vehicles.

Brooms, 12 doz	27 60
Bath bricks, 1 doz	1 25
Brushes, scrubbing, 12 doz	7 20
Cook stove, 1	13 50
Combs, 5 doz	5 50
Cups and saucers, 1 doz	90
Cartridges, 4 M	66 00
Clock dials, 600	8 00
Clippers, toilet	5 00
Locks, yale, 1 doz	13 63
Mouse traps, ½ doz	60
Telephone repairs	11 40
Repairs to electric clock	6 10
Stove, laundry	10 25
Saws, butcher, 2	2 97
Shaving brushes, ½ doz	15
Scissors, 3 pairs	2 11
Shovels, fire, 1	15
Thumb cuffs, 1 pair	5 00
Thermometers, 6	2 70
Whisks, 1 doz	1 60
Freight and express	133 06
	324 07

Land, Buildings and Walls.

Asbestos boiler covering, 500 lbs	7 50
Bath fittings	3 50
Bath, 1	23 00
Blueprints	3 98
Bends, 47	14 59
Beds, 128	577 93
Branches, T. & Y., 4	3 13
Boiler, hot water, 1	145 75
" range, 1	40 00
Castings, 19	16 00
Cocks, 7	6 38
Cleanout, 2	1 25
Closets, 2	82 50
Cement, 25 bbls	77 50
" furnace, 12 lbs	96
" sacks, 1,450	14 50
Couplings, 36	2 43
Cup-boards catches, 4 doz	5 00
Door hangers, 1 set	4 00
Door knobs, mortice, 2 doz	4 30
Elbows, 172	19 65
Floor plates, 31	2 09
Glass, 200 feet	16 07
" plate, 2 lights	9 00
Fire clay, 1,000 lbs	10 00
Ferrules reducing, 1	30
" brass, 4	1 00
" plates, 3	95
Hubs, double, 2	36
Hinges, 6 pairs	3 00
Iron, bar, 10,553 lbs	296 27
" angle, 1,160 lbs	34 80
" galvanized, 892 lbs	40 14
Increasers, 1	50
Gothic tank heater, 1	43 00
Locks, sash, 9 doz	6 75
" S.D., 1	3 15
" mortice, 2 doz	8 70
" front door, 1	4 12

PRISON EQUIPMENT—CON.

Lands, Buildings, Etc.—Con.

Lime, 795 bush	187 50
Lead, pig, 1,002 lbs	65 13
Lumber, assorted, 66,601 feet	2,813 74
Lavatory, 1	19 50
Laundry tub, 1	25 50
Napholeum, ½ gal	1 50
Nails, wire, 35 kegs	81 15
Offsets, 3	2 45
Powder, blasting, 22 kegs	66 00
Paper, tar, 48 rolls	33 12
Pipe headers, 3	1 87
Pipe, iron 3,131½ feet	238 08
" " 324 lbs	28 08
" steel, 2,546 lbs	120 94
Pipe, soil, 120 feet	37 60
" medium, 15 feet	4 05
" well, 92 feet	92 00
" 1 length	79
" band, 1	1 11
Pulleys, sash, 20 doz	19 00
Raidators, 17	332 90
Reducers, 4	1 59
Shingles, 100 M	410 00
Sink, 1	1 50
Sand, 100 yards	25 00
Steel, 1,510 lbs	54 36
" sheets, 558 lbs	19 53
Traps, 6	8 74
" vent, 1	80
Tees, 75	15 09
Tank expansion, 1	3 75
Valves, gate, 38	125 52
" swing, 1	3 75
" hot water, 10	14 42
" air, 20	2 92
Varnish, ½ gal	2 00
Ys., 7	10 33
Water closet, 1	19 25
Weights, sash, 3,005 lbs	85 64
Containers	2 40
Freight anh express	128 52
	6,641 17

MISCELLANEOUS.

Advertising	48 40
Travelling expenses	
Penitentiary officers	307 45
Departmental officers	205 00
	560 40

Special.

Paid in lieu of school taxes	250 00
Allowance for convicts effects lost	11 70
	261 70
	64,397 28

MANITOBA.—*Concluded.*

RECAPITULATION.

Staff		
Salaries and retiring allowances	$ 33,404 08	
Uniforms and mess	1,426 69	
		$ 34,830 77
Maintenance of Convicts—		
Rations	3,824 58	
Clothing and medicines	2,672 07	
		6,496 65
Discharge Expenses—		
Freedom suits and allowances	1,662 17	
Transfer and interment	740 20	
		2,402 37
Working Expenses—		
Heat, light and water	5,160 67	
Maintenance of buldings and machinery	3,653 11	
Chapels, schools and library	133 94	
Office expenses	418 79	
		9,366 51
Industries—		
Farm	783 67	
Trade shops	2,188 54	
		2,972 21
Prison Equipment—		
Machinery	127 18	
Furnishing	414 25	
Utensils and vehicles	324 07	
Land, buildings and walls	6,641 17	
		7,506 67
Miscellaneous—		
Advertising and travel	560 40	
Special	261 70	
		822 10
Total		$ 64,397 28

BRITISH COLUMBIA

STAFF	
Salaries	
Warden, Whyte, 6 m. to September	1,099 98
" Brown, from November 26th	763 88
Chaplains, 2 at $1,000, 12 m	2,000 00
Surgeon, 12 m	1,500 00
Accountant, 12 m	1,200 00
Storekeeper, 12 m	900 00
Steward,	900 00
Hospital overseer, at $900 broken period	892 74
Chief Trade Instructor, 12 m	1,000 00
Instructors, 5, at $800, 12 m	4,000 00
" 1, at $800, 9 m	599 93
" and engineer, at $1,000, 3 m	250 06
Deputy warden, Bourke, 7 m	875 00
Deputy warden, Carroll, from Dec. 3rd	491 93
Chief watchman, at $900, broken period	750 00
Watchman, at $700, broken period	375 00
Keepers, 3, at $800, broken periods	1,609 29
Guards, 2, at $700, 12 m	1,400 00
Guards, at $700, broken periods	4,288 78
Temporary officers	2,660 26
	27,556 85
Less refund of expenditure	40 59
	27,516 26
Retiring Allowances.	
Jno. McNiven	1,033 33
H. McKee	1,517 34
R. Atkins	1,166 66
J. C. Whyte	1,529 82
D. D. Bourke	279 23
B. Burr	1,254 44
A. McNeill	643 46
	7,424 28
Uniforms.	
Blacking, 1 doz	80
Buckles, trouser, 200	80
Badges, collar, 4	2 00
" cap, 40	17 05
Buttons, gilt, 18 gross	58 57
Coat, waterproof, 1	15 00
Cloth, Italian, 48¾ yards	34 13
" hair, 52 yards	13 00
" waterproof, 49 yards	87 75
" Khaki, 125¾ yards	144 04
Canvas, 100 yards	15 75
Crowns, 8	3 75
Elastic, ½ yard	50
Gloves, 25 pairs	26 00
Hats, 3 doz	43 80
Lining, sleeve, 99 yards	17 82
Leather, welt, 17 lbs	8 50
" pebble, 46 feet	6 85
" Canadian calf, 53½ lbs	28 48
" French, calf, 29¾ lbs	38 68
" kip, 19½ lbs	12 57
" sole, 356 lbs	96 75
" kangaroo, 24¼ feet	10 91
Shoe polish, 12 doz	80
Stars, 7	3 00
Silesia, 101¾ yards	13 19
Thread, silk, 2 doz	19 86
Custom's duties	12 08
Containers	85
Freight and express	14 23
	747 51

STAFF—Con.	
Mess.	
Bacon, 19¾ lbs	3 56
Baking powder, 5 lbs	75
Biscuits, 8 lbs	1 00
Butter, 656 lbs	144 32
Beef, 3,941 lbs	236 46
Cornstarch, 12 packages	78
Coffee, 30 lbs	6 25
Currants, 10 lbs	1 00
Cheese, 40½ lbs	7 17
Cream, condensed, 1 tin	15
" 1 bottle	13
Eggs, 41 doz	10 25
Essences, 3 bottles	1 75
Cream of wheat, 1 package	20
Fish, fresh, 378 lbs	39 65
Fruit, 12 doz., tins	27 72
Flour, graham, 1½ bbls	9 50
Ginger, 1 lb	15
Ham, 4 lbs	1 60
Macaroni, 2 lbs	25
Milk, condensed, 8½ doz	12 60
" 145 gal	58 05
Mustard, 12 lbs	4 80
Nutmegs, ¼ lb	19
Pepper, 40 lbs	5 60
Raisins, 5 lbs	60
Soda, 18 lbs	1 58
Spices, 1½ lbs	35
Salmon, 1 tin	15
Sago, ½ lb	15
Sugar, 700 lbs	59 25
Sauce, 4 bottle	1 70
Sardines, 4½ doz	6 00
Tea, 91 lbs	25 25
Vegetables, canned, 10½ doz	16 10
Yeast cakes, 2 doz	1 20
Freight and express	11 17
	677 38

MAINTENANCE OF CONVICTS.	
Rations.	
Apples, evaporated, 700 lbs	67 50
Baking powder, 10 lbs	1 50
Beans, 3,144 lbs	94 02
Barley, pot, 247 lbs	7 41
Beef, 26,234 lbs	1,574 52
Christmas extras	11 45
Corn beef, 1 bbl	16 00
Cornmeal, 950 lbs	21 38
Fish, 7,123 lbs	490 29
Flour, 760 bags	1,589 00
Keep of prisoner in jail	5 00
Onions, 100 lbs	5 50
Lard, 255 lbs	35 70
Pork, 250 lbs	31 25
Potatoes, 80 bush	90 25
Potatoes, 2 tons	102 50
Prunes, 1,900 lbs	95 85
Pickles, 2 gal	50
Pepper, 145 lbs	29 00
Rolled oats, 1,530 lbs	53 55
Rice, 918½ lbs	32 14
Suet, 11 lbs	1 00
Salmon, canned, 6 doz	8 25
Salt, 4,300 lbs	31 50

BRITISH COLUMBIA—*Continued.*

MAINTENANCE OF CONVICTS—Con.			
Rations.			
Syrup, 6,188 lbs	154 70		
Sugar, 4,400 lbs	198 00		
Tea, 470 lbs	75 20		
Vinegar, 45 gal	13 50		
Yeast, 124 lbs	37 80		
Freight and express	193 30		
	5,067 56		
Clothing.			
Boots, rubber, 12 prs	51 00		
Buttons, bone, 12 gross	1 80		
Cloth, prison, 622 yards	564 46		
Cotton, 192 yards	18 24		
Crash towelling, 313½ yards	36 06		
Duck, 101½ yards	25 38		
Denim, 1,109⅜ yards	221 67		
Drilling, 120 yards	12 00		
Hats, straw, 6 doz	9 00		
Laces, 2 gross	7 00		
Leather, upper, 53½ lbs	25 15		
" buff, 62½ lbs	10 94		
" kipp, 38⅜ lbs	25 13		
" jobbing, 347 lbs	90 22		
" sole, 375 lbs	98 08		
Underclothing, 40 doz	180 00		
Yarn, 250 lbs	125 00		
Freight and express	75 40		
	1,576 53		
Hospital.			
Bottles, 1 gross	5 50		
Corn starch, 2 lbs	26		
Drugs,	146 83		
Eggs, 5½ doz	1 37		
Fluid beef, 2 bottles	1 80		
Keep of insane prisoners	128 56		
Fruit, canned, 2 doz	55		
Sugar, granulated, 5 lbs	30		
Stethoscope, 1	3 10		
Spectacles, 2 doz	7 00		
	295 27		
DISCHARGE EXPENSES.			
Freedom Suits and Allowance.			
Transportation and allowance, 58	671 50		
Canvas, 100 yards	8 00		
Flannel, grey, 139½ yards	16 00		
Farmers' satin, 104 yards	10 40		
Leather, welt, 8½ lbs	4 25		
" cordovan 101¼ feet	25 31		
" pebble, 45½ feet	6 84		
" sole, 209 lbs	56 61		
" chrome, 166¾ feet	43 36		
Hats, 1 doz	4 75		
Silesia, 108¾ yards	9 79		
Thread, silk, 2 doz	20 00		
	876 81		

DISCHARGE EXPENSES—Con.			
Transfers.			
Transfer of female to Alberta	200 00		
Less refund of expenditure	15 75		
	184 25		
WORKING EXPENSES.			
Heat, Light and Water.			
Coal, 485 tons	2,691 56		
Coal oil, 114½ gal	34 35		
Connecting water main	16 65		
Electric lamps, 100	19 50		
Light account	576 57		
Meter, rent	16 50		
Matches, 2 tins	3 50		
Water account	291 81		
	3,650 44		
Maintenance of Buildings and Machinery.			
Acid muriatic, ½ lb	1 00		
Burlap, 45 yards	20 25		
Belting, 81 feet	51 50		
Belt lacing, 2½ lbs	3 18		
Batteries, 1½ doz	9 25		
Bushings, 213	2 85		
Brushes, wall, 1½ doz	45 00		
" tar, ½ doz	3 00		
" kalsomine, ⅛ doz	4 25		
Blocks, wood, 16	10 16		
Bath brick, 3 doz	1 20		
Beams, T, 161 lb	8 86		
Bibbs, 15 only	12 60		
Brackets, 12 only	2 00		
Brass, 2 lbs	1 00		
Blends, 2	4 00		
Bolts, stove, 2½ doz	60		
Boiler, 1	18 50		
Bath, 1	45 00		
" overflow and waste	2 75		
Cord, N.C., 330 feet	5 77		
Couplings, 12	1 20		
Cloth, awning, 15 yards	5 25		
Colours, assorted	122 70		
Castings, brass	13 00		
" iron	106 50		
Cleats, 200	4 00		
Caps, 24	6 50		
Chain, 50 feet	5 00		
" 62¾ lbs	6 37		
Chamois skins, 3	2 25		
Castors, 6 sets	90		
Clamps, 6	2 10		
Clothes line, wire, 200 feet	1 00		
Cocks, 1	4 50		
Charge for flash light	60		
Discs, 18	4 65		
Eyelets, 3 doz	45		
Emery, 10 lbs	1 50		
Elbows, 51	19 98		
Fly paper, 6 boxes	4 50		
Fire front	10 00		
Fire clay, 300 lbs	4 50		
Feed oiler, 1	1 00		
Flanges, 6	6 00		

BRITISH COLUMBIA—*Continued*

Working Expenses—Con.	
Maintenance of Buildings and Machinery—Con.	
Grindstone, 60 lbs.	1 80
Gasoline, 210 gal.	68 33
Glass, 6 lights	21 50
Granite liquid, 5½ gal.	19 80
Grate, 1	9 00
Hinges, 5¼ doz.	13 17
Ice, 1,715 lbs.	8 57
Iron, bar, 4,983 lbs.	167 06
" galvanized, 1,786 lbs.	89 98
" band, 429 lbs.	13 59
Insulating joints, 6	5 40
Japan, 20 gal.	11 60
Key blanks, 1 doz.	3 00
Knobs, 7 doz.	2 90
Labour, 7 hours	5 25
Lye, 384 tins	30 72
Lumber, assorted, 49,877 feet	1,192 41
Lead, white, 3,100 lbs.	258 50
" red, 100 lbs.	8 00
" pig, 95 lbs.	6 65
Locks, pad, 13	48 00
" rim, 36	19 90
" cupboard, 12	1 25
" mortice, 6	1 50
" labour on	1 88
Links, split, 2 doz.	60
Lavatory, bowl, 1	12 25
Metalic ceiling	119 33
Meter, electric	14 65
" testing	1 25
Methylated spirits, 1 gal.	3 50
Making smoke stack	59 63
Material for Potts Disentregator	107 75
Nuts tapped, 20 lbs.	2 40
" square, 40 lbs.	5 20
" black, 100 lbs.	10 00
Nails, clout, 2 lbs.	41
Moulding, 40 lbs.	3 99
Nails, wire, 10 kegs	32 90
" wire, 10 lbs.	2 00
" finishing, ¼ keg	99
" finishing, 5 lbs.	75
" cut, 16 kegs	62 55
Oil, engine, 7 gal.	5 05
" " 1 can	4 00
" linseed, 179 80 gal.	147 44
" machine, 143 gal.	54 70
" cylinder, 47½ gal.	25 17
" English, 1 can	4 00
" signal, 1 gal.	1 50
" raw, 1 gal.	1 00
" castor, 5 gal.	3 00
" white rose, 5 gal.	5 00
" motor, 5 gal.	5 00
Parts of machinery	9 20
Paste, 1 doz.	6 00
Packing, rainbow, 6½ lbs.	5 20
" soapstone, 1½ lbs.	1 22
" rubber, 36 lbs.	18 00
Push buttons, 10	1 65
Plaster Paris, 1 bbl.	4 75
Pumice stone, 1 lb.	25
Plugs, 97	6 32
Pipe iron 259¾ feet	117 04
" 1 piece	3 00
" stove, 64 lengths	10 00
" bath supply, 1 set	1 85
Rosettes, 195	28 17

Working Expenses—Con.	
Maintenance of Buildings and Machinery—Con.	
Rivets, 15 lbs.	3 07
Rings, brass, 3 doz.	45
Rough on rats, 2 boxes	40
Rope, wire, 50 feet	2 50
" hemp, 550 lbs.	66 00
Resin, 30 lbs.	1 50
Repairs to machinery	25 50
Row locks, 2 pairs	60
Running gear	45 00
Shower bath sprinklers, 15	22 50
Spur, gear, 1	1 25
Shades, glass, 6,563	6 60
Shade holders, 1 doz.	45
Sash fasteners, 2 doz.	4 00
" cord, 26½ lbs.	13 25
" pullies, 10 doz.	5 00
Screws, wood, 105 gross	64 59
" log, 24	1 20
Staples, ½ lb.	10
Sapolio, 6 packages	75
Shingles, 100 M.	250 00
Screw eyes, 1 gross	50
Soda, 280 lbs.	7 00
Soap, laundry, 2,716 lbs.	124 33
Shellac, 1 gal.	4 00
Sinks, 3	23 00
Sal amoniac, 5 lbs.	1 50
Sockets, key, 200	28 00
Switches, 37	18 82
Transformers, 1	38 50
Tar, coal, 2 bbls.	19 00
Tape, friction, 5 lbs.	2 35
Turpentine, 77 gal.	72 60
Tees, 16	10 00
Traps, 3	6 75
Toilet paper, 500 bundles	31 75
Top plates, 2	4 50
Unions, 8	3 50
Varnish, 32 gal.	57 35
Valves, globe, 23	82 90
Washers, 8 lbs.	1 40
" gauge glass, 4 doz.	1 55
Whiting, 1,378 lbs.	27 56
Wax, floor, 12 tins	7 20
Wire, assorted, 6,833 feet	136 64
Wall paper, 749 rolls	212 07
" border, 148 yards	13 60
Customs' duties	20 00
Zinc, 30 lbs.	3 75
Containers	5 10
Freight and express	36 58
	5,022 10
Chapels, School and Library.	
Organists' salaries	100 00
Catechisms, 2 doz.	1 39
Sacred Songs, hymn-books, 7	7 25
Chinese readers, 6	6 30
Arithmetics, 6	3 60
Freight and express	1 50
Subs. to papers and magazines	23 75
	143 79

BRITISH COLUMBIA—*Continued*

Working Expenses—Con.	
Office Expenses.	
Clock dials, 1,000	8 00
Duty on above	2 80
Printing department	302 67
Stationery department	174 76
Trunk lock, 1	50
Postage stamps	10 00
Post office box, rent of	5 00
" key	50
Telegrams	89 88
Telephone exchange	120 22
Map	8 50
Premium on officer's bonds	24 00
Freight and express	46 82
	793 65

Industries.	
Farm.	
Axle grease, 4 doz	6 50
Axles, 2	4 50
Bits, 2	85
Bran, 6,010 lbs	68 10
Blue stone, 10 lbs	1 20
Brooms, ½ doz	6 00
Buckles, trace, 1½ doz	3 60
Castor oil, ½ gal	63
Collars, horse, 3	20 00
Curry combs, 1 doz	1 05
Collar pad, 1	1 00
Farm boiler, 1	30 00
Fuse, 200 feet	1 30
Fertilizer, 1 ton	42 00
Grains, 198 brews	99 00
Harness oil, 2 doz	5 50
Hogs, 14	125 00
Hubs, 1 set	10 00
Horse medicine	1 90
Horse shoes, 50 lbs	3 00
Hay forks, ½ doz	3 38
Handles, 3 doz	7 02
Kettles, 2	36 00
Knee cover, rubber,	5 00
Locks, yale, 6	12 00
Leather, harness, 131 lbs	49 78
" Penetang, 58 lbs	15 66
Manure, 418 loads	209 00
Iron, 450 lbs	13 95
Lumber, oak, 311 feet	62 20
Oats, 31,870 lbs	488 68
Pease, 1,010 lbs	25 25
Powder, 2 cases	15 00
Parts for machinery	7 50
Rope, 3½ lbs	77
Rims, 2 sets	28 00
Spokes 1 set	11 00
" 80	24 40
Seeds	46 93
Salt rock, 40 lbs	50
Snaps, 4 doz	3 20
Scythe stones, 6	60
Twine, binder, 100 lbs	12 00
Tree spray, 2 gal	2 00
Veterinary service	4 00
Wheat, 250 lbs	5 00
Washers, ½ doz	15
Containers	25
Freight and express	3 00
	1,523 35

Industries.—Con.	
Trade Shops.	
Awls, 7 gross	11 00
Baskets, 2	1 00
Bevels, 2	75
Brushes, assorted, 2	8 79
Boot ink, 5 gal	2 25
Buckles, 3⅜ gross	3 55
Braces, 2	1 91
Bits, auger, 6 doz	21 23
Belt punch, 1	10
Bristles, ½ lb	5 00
Boston polish, 2 gal	3 00
Blacking, 1 doz	1 25
Blank keys, 1 doz	50
Compasses, 1 doz	2 00
Cement, leather, 1 doz	95
" rubber, 2 doz	5 00
Coal blacksmiths, 5[203] tons	102 02
Chisels, turning, 2	40
" wood, 4¾ doz	21 23
Chalk, 1 gross	1 50
Cutters, lace, 1 pair	75
Dies, 11	33 00
Drills, taper, 5	6 75
Emery wheels 12	37 05
" " dresser, 1	1 50
" straps, 2 doz	3 20
" cloth, 8 quires	7 02
Eyelets, 5 M	1 50
Forging, screws	7 55
Felt, 1 piece	75
Files, assorted, 15[7/12] doz	39 83
Fuse, 500 feet	3 25
Gum arabic, 2 lbs	60
Groumet set, 1	2 50
Horseshoe nails, 20 lbs	3 00
Horse shoes, 200 lbs	12 00
Hammers, shoe, 1 doz	6 25
" claw, 1 doz	6 00
Hooks, 5 M	2 50
Hafts, awl, 6 doz	3 40
Handles, 22 doz	46 03
Kit lamps, 6	6 00
Knives, shoe, 6½ doz	22 50
Lead, pig, 124 lbs	8 68
Lard, 170 lbs	23 80
Lumber, 570 feet	43 66
Leather, patent, 2 feet	1 00
" sheepskins, 113 lbs	49 15
Levels, 2	3 50
Manganese babbit, 18¾ lbs	2 81
Mallet, 1	4 00
Nuts, 200 lbs	19 75
Nippers, 1 pair	7 00
Nails, snoe, 81 lbs	7 20
" brass wire, 21 lbs	9 45
" channel, 5 lbs	60
" Hungarian, 25	3 00
" H.S., 5	75
Needles, harness, 3 packages	30
" sewing papers, 14½ doz	3 35
" machine	11 10
Oil, sable, 2 gal	7 00
" sewing machine, 1 doz	1 80
Oilers, 2	40
Planes, black, 1	65
" bullnose, 1	40
Plane irons, 5	1 92
Pipe cutters, 13	7 60
Rent of scow	161 83

BRITISH COLUMBIA—*Continued*

INDUSTRIES—Con

Trade Shops—Con.

Rivets, copper, 9 lbs	4 95
" shoe, 5 lbs	3 75
Rules, architect's, 1	50
" 2 feet, ½ doz	3 90
Pulleys, swivel, 2	20
Parts for knitting machine	9 28
" sewing "	2 00
Repairs to drill	1 50
Towing and freight, 5	105 00
Rasps, shoe, 1 doz	2 50
Snaps, 3 doz	2 15
Screw drivers, 2	1 60
Squares, try, 2	1 15
" victor	45
Screws, carpenter's hand, 18	18 00
Silver solder, 1¼ oz	1 50
Sand paper, 27 quires	7 99
Saws, assorted	41 40
Snips, turners, 1 pair	2 00
Spokes, 2 doz	10 80
Spoke shaves, 6	5 75
Shears, 2 pairs	2 00
Sponges, 3 doz	75
Shoulder sticks, 2	50
Subs. to tailor and cutter	3 00
Trowels, 2 doz	27 00
Thimbles, ¼ gross	54
Tacks, 8 papers	2 43
Thread, shoe, 29 lbs	26 47
" sewing, 7 gross	43 80
" silk machine	48 00
" machine, 2¾ doz	6 26
" machine, 2 balls	1 80
" linen, 21 lbs	35 90
Tapes, 1½ doz	5 50
Tissue, rubber, 2 pieces	1 90
Tallow, 10 lbs	60
Toe stretcher, 1	1 00
Tin, block, 25 lbs	12 50
Wick, lamp, 5	50
Washers, 40 lbs	3 78
Web, shoe, 24 yards	72
Wax, black shoe, 20 lbs	2 00
" bees, 10 lbs	4 00
Wire cloth 300 feet	10 50
" 1 roll	8 82
Wrenches, 3	3 25
Zinc, 12 lbs	1 80
Custom's duties	6 62
Freight and express	17 49
	1,332 86

PRISON EQUIPMENT.

Machinery.

	120 00
	524 28
Blocks, pillow, 6	142 50
Belting, 899 feet	480 00
Extractor, 1	82 30
Engine, 1	283 50
Duplex pump, 1	16 90
Drop hangers, 16	11 76
Couplings, 3	53 29
Safety collars, 16	348 65
Shafting, 1,057 feet	39 90
Brass cylinder washing machine, 1	13 50
Castings, 14 sets	13 50
Pulleys, fast, 3	133 47

PRISON EQUIPMENT—Con.

Machinery—Con.

Pulleys, loose, 3	18 50
" solid iron, 25	320 00
Key seating above	12 00
Planer and matcher, 1	90 00
Knife and grinder, 1	9 00
Saw, 1	75 00
Band saw guide, 1	84 00
Wood turning lathe, 1	25 00
Mule stands for "6" belt, 2	11 00
Double emery grinder, 1	6 30
Counter shafting	25 80
Lace leather, 7 lbs	170 46
Lumber, 1,200 feet	
Freight	3,110 61

Furnishing.

	9 90
Combs, 15 gross	1 50
Clock, 1	6 50
Chairs, 10	9 50
Mattress, 1	3 50
Pillows, 1 pair	1 00
Repairs to clock	1 05
Saucers, agate, 1 doz	7 00
Soap, shaving, 20 lbs	44 16
" castile, 550 lbs	4 00
Towels, 1 doz	
	88 11

Utensils and Vehicles.

Axle ends, 4	11 00
Buckets galvanized, 2¼ doz	12 00
Brooms, 12 doz	27 00
Bake pans, 9	16 50
Brushes, shaving, 11	1 10
" white-wash, 6 doz	63 00
" shoe, 2 doz	5 23
" kalsomine, ½ doz	6 09
" banister, 23	14 94
Can, oil, 1	25
Clippers, hair, 4 pairs	20 00
Carbines, 12	139 92
Cartridges, 5,000 M	107 75
" 8 boxes	6 00
Castings for range, 272 lbs	27 20
Duty in rifles	137 70
Dishes, assorted	6 35
Forks, 9 doz	5 25
Grind stone 264 lbs	7 26
" fittings, 3	45 00
Globes, lantern, 1 doz	1 50
Handles, mop, 1 doz	3 00
Iron galvanized, 155 lbs	10 85
Jar, 1	1 50
Oiler, 1	1 00
Motor boat (engine and fittings)	363 00
Pails, 2¾ doz	13 80
Pans, sauce, 3	2 30
Pitchers, 2	70
Repairs to leg iron	2 25
" revolver	1 50
" clock	2 50
Reins, 4	4 00
Revolvers, 24	325 20
Razors, 6	7 50

BRITISH COLUMBIA—*Continued*

Prison Equipment—Con.	
Utensils and Vehicles—Con.	
Spokes, 1 set	2 50
Spoons, 6 doz	1 50
Shovels, 9 doz	108 23
Salmon cans, 3 doz	2 52
Tray, 1	1 50
Tea pots, 3	2 90
Tins, muffin, 2	60
Volt meter, 1	8 00
Whisks, 16 doz	21 60
Wheels, special, 4	60 00
Freight	15 58
	1,625 07
Land Buildings and Walls.	
Blue prints	2 78
Bends, 15	6 48
Cements, 343½ bbls	965 90
Chain, sash, 1,500 feet	30 00
Castings, 1,900 lbs.	49 40
Gasolene, 125¼ gal.	38 28
Glass, 3 casess	41 00
Heater, 1	270 00
Iron channel, 477 lbs	26 24
" bar, 7,410 lb.	232 35
Lime, 117 bbls	204 75
Lumber, assorted, 54,613 feet	1,158 00
Lead pig, 121 lbs	8 47
" white, 100 lbs	9 50
Locks, rim, 6	6 00
" prison with keys, 7	50 85
Offsets, 2	3 70
Pipe, soil, 110 feet	32 30
" lead, 24½ lbs	2 08
" black, 10,465 feet	1,124 54
" sewer, 250 feet	64 20
" vitrified, 110 feet	23 10

Prison Equipment—Con.	
Lands, Buildings, Etc.—Con.	
Plugs, spark, 6	11 40
Pulleys, wood, 3	6 97
Paper, tar, 50 rolls	50 00
Steel, machine, 2,010 lbs	82 41
Sash pulleys, 18½ doz	6 42
Sash, lifts, 18½ doz	6 42
Sanitary fittings for new shops	477 57
Steam fittings for new shops	573 47
Trap, 1	1 75
Towing from Pit lake, 12 trips	145 00
Tees, 4	4 26
Tile, 400 feet	16 00
Tar, 8 bbls	74 00
Wire netting, 150 feet	4 95
Y's, 3	2 97
Containers	40
Freight, cartage and express	197 87
	6,011 78
Miscellaneous.	
Advertising	41 35
Travel, departmental officers	530 38
" penitentiary officers	157 20
Train tickets	8 50
	737 43
Special.	
Witness fees	2 00
Damage caused by penty team	26 55
Legal expenses	34 85
Expenses re escapes	2,575 85
Dental services	35 00
	2,674 25

BRITISH COLUMBIA.—*Concluded.*

RECAPITULATION.

Staff—		
Salaries and retiring allowances	$ 34,940 54	
Uniforms and mess	1,424 89	
		$ 36,365 43
Maintenance of Convicts—		
Rations	5,067 56	
Clothing and medicines	1,871 80	
		6,939 36
Discharge Expenses—		
Freedom suits and allowances	876 81	
Transfer and interment	184 25	
		1,061 06
Working Expenses—		
Heat, light and water	3,650 44	
Maintenance of buildings and machinery	5,022 10	
Chapels, schools and library	143 79	
Office expenses	793 65	
		9,609 98
Industries—		
Farm	1,523 35	
Trade shops	1,332 86	
		2,856 21
Prison Equipment—		
Machinery	3,110 61	
Furnishing	88 11	
Utensils and vehicles	1,625 07	
Land, buildings and walls	6,011 78	
		10,835 57
Miscellaneous—		
Advertising and travel	737 43	
Special	2,674 25	
		3,411 68
Total		$ 71,079 29

ALBERTA

Staff.			
Salaries.			
Warden, 12 m	2,200 00		
Deputy warden, 12 m	1,500 00		
Surgeon, 12 m	1,200 00		
Accountant, 12 m	1,200 00		
Chaplains, 2 at $800, 12 m	1,600 00		
Matron, 12 m	500 00		
Chief trade instructor and mason, 12 m	1,000 00		
Engineer and blacksmith, 12 m	1,000 00		
Steward and baker, 12 m	900 00		
Hospital overseer and warden's clerk	900 00		
Instructors, 2, at $800, 12 m	1,600 00		
" 1 broken period	580 65		
Chief watchman, 12 m	900 00		
Watchman, 11 m	687 50		
Keepers, 2 broken periods	700 00		
Guard, 1, 12 m	700 00		
Guards, 4 broken periods	827 94		
Temporary officers	4,158 11		
	22,154 20		
Uniforms.			
Badges, 4 doz	8 40		
Buttons, gilt, 4 gross	16 20		
Blacking, 13 doz	13 65		
Buckram, ¾ yard	20		
Braid, tracing, 12 yards	1 20		
Canvas, French, 275 yards	27 25		
Cloth, 4 yards	13 00		
" cheese, 108 yards	4 32		
Caps, staff, 4	26 25		
" service, 1	1 00		
" Persian lamb, 1	11 62		
" hair seal, 2	5 00		
" khaki 3	10 50		
" peaks, 3 doz	3 75		
" repairs to	7 00		
Crowns, gilt, 4	4 00		
Dolge, felt, 48 lbs	55 20		
Gloves, 21 pairs	21 75		
Hats, felt, 30	41 49		
Heel balls, 1 doz	25		
Hooks, shoe, 2 M	2 00		
Italian cloth, 149 yds	74 98		
Insole felt, 7½ lbs	8 25		
Jean, 54 yards	4 05		
Khaki, 125 yards	143 75		
Leather, Canadian calf, 146 lbs	118 52		
" French, calf, 26½ lbs	35 78		
" russet, calf, 42 lbs	42 00		
" dongola kid, 44 feet	11 00		
" cordovan, 91¼ feet	22 81		
Lining, sleeve, 32½ yards	5 20		
" mohair, 32 yards	8 00		
Linen, stay, 147 yards	17 64		
Laces, shoe, 1 gross	9 00		
Overcoats, 17	354 53		
Padding, 1 bale	12 60		
Rubber tissue, 2 lbs	1 90		
Laces, tan, 1 gross	1 50		
Silesia, 231 yards	29 51		
Silk, machine, 4 lbs	32 00		
" twist, 2 lbs	9 00		
" shoe, 5 lbs	25 00		
Scarlet, cloth, 3 yards	9 75		
Staff—*Con.*			
Uniforms—Con.			
Sweat bands, 3 doz		3 00	
Stars, gilt, 6 pairs		6 00	
Thread, linen, 1 lb		85	
Tape, 1,000 yards		6 00	
Waterproof coat, 1		15 00	
Wax, shoe, ¼ gross		24	
Duty		10 15	
Containers		2 91	
Freight and express		17 43	
		1,312 38	
Less refund of expenditure		3 74	
		1,308 64	
Mess.			
Butter, 510 lbs		142 70	
Mustard, 5 lbs		2 50	
Milk, 243½ gal		70 60	
Sugar, granulated, 800 lbs		46 00	
Vinegar, 1 gal		90	
		262 70	
Maintenance of Convicts.			
Rations			
Apples, evaporated, 850 lbs		117 00	
Beans, 1,765 lbs		70 60	
Beef, 31,949 lbs		2,038 23	
Bread, 53,968 lbs		1,778 49	
Barley, pot, 50 lbs		2 00	
Baking powder, 3 lbs		54	
Carrots, 85 lbs		3 40	
Cabbage, 105 lbs		7 35	
Corn meal, 900 lbs		27 00	
Flour, 296 lbs		9 65	
Fish, 16½ doz		33 33	
" 169 lbs		13 95	
Molasses, 1 gal		90	
Onions, 435 lbs		29 40	
Potatoes, 24 bush		12 00	
Pease, split, 1,096 lbs		43 84	
Pork, 1,851 lbs		223 01	
Pepper, 69 lbs		25 35	
Prunes, 150 lbs		15 00	
Rolled oats, 1,680 lbs		50 40	
Rice, 800 lbs		40 00	
Sugar, 2,200 lbs		121 00	
Salt, 1,750 lbs		22 70	
Tea, 251 lbs		40 70	
Turnips, 476 lbs		18 42	
Christmas extras,		13 90	
Freight		12 39	
		4,770 55	

ALBERTA.—*Continued.*

MAINTENANCE OF CONVICTS—*Con.*

Prison Clothing.

Buttons, trouser, 32 gross	4 25
" shirt, 12 gross	1 20
" coat, 1 gross	90
Buckles, trouser, 6 gross	90
" shoe, 30 doz	6 36
" brace, 3 gross	3 00
Boots, 1 pair	1 50
Cloth, prison, 574½ yards	445 99
Cottonade, 120 yards	21 60
Denim, 448 yards	89 60
Duck, 125¼ yards	24 67
Elastic, brace, 300 yards	36 00
Flannel, 50½ yards	12 63
" canton, 124½ yards	10 58
Flanellette, 3½ yards	40
Gloves, 7 doz	11 40
Galatea, 567 yards	77 09
Hats, 10 doz	12 50
Hairpins, 10 packages	50
Insole, felt, 7¼ lbs	4 71
Leather, sole, 1,194½ lbs	317 35
" upper, 433 lbs	198 47
" grain, 31 lbs	13 95
" moccasin, 210 lbs	88 20
" welt, 63 lbs	31 50
" pebble, 22½ feet	3 78
Linen, 2½ yards	63
Lawn, 1 yard	30
Mitts, 39 pairs	19 50
Nails, shoe, 40 lbs	2 40
Outfit for female prisoner	7 11
Rivets, shoe, 116 lbs	24 53
Socks, 3 doz	11 25
Shoe tacks, 5 lbs	68
Shoes, woman's, 1 pair	1 50
Thread, cotton, 30¼ lbs	14 82
Tape, 4 doz	2 40
Tacks, shoe, 14 gross	2 55
Underclothing, 46 doz. suits	207 00
Yarn, 170 lbs	85 00
Containers	1 25
Freight and cartage	57 42
	1,857 37
Less refund of expenditure	16 56
	1,840 81

Hospital.

Cornstarch, 83 lbs	8 30
Drugs	227 91
Eggs, 3 doz	90
Flour, 12½ lbs	50
Milk, 25 gal	8 40
Safety pins, 1 doz	05
Tapioca, 2 lbs	25
Tobacco, 2½ lbs	1 90
Charges for operating room	5 00
Professional services	30 00
	283 21

DISCHARGE EXPENSES.

Freedom Suits.

Boots, 1 pair	2 00
Buttons, collar, 10 doz	60
Collars, 3 doz	2 85
Flannel, 45 yards	5 18
Mitts, 1 pair	50
Shirts, 25	10 40
Scarfs, 3 doz	3 75
Suspenders, 1 pair	25
Tweed, 115 yards	28 77
	54 30

Convict Travelling Allowance.

Allowance to 25 men	351 05
Taking men to train at Strathcona	7 00
	358 05
Transfers and Interments	254 05

WORKING EXPENSES.

Heat, Light and Water.

Coal, 629[1725] tons	1,843 83
Lamps, 7	3 50
" wick, 1 doz	10
Light account	466 77
Matches, 4 gross	2 30
Fuses, 10	3 00
Water, account	255 27
Putting in meter	1 00
Poles, 3	21 25
	2,597 02
Less refund of expenditure	14 96
	2,582 06

Maintenance of Buildings.

Asbestos, 2 lbs	30
Aluminnom paint, 1 quart	1 50
Bolts, stove, 1 doz	05
Bluing packages, 7	70
Bibs, 3	3 30
Cleaning fluid	65
Door pull, 1	35
Electric fittings, sundry	5 49
Elbows, 52	4 36
Emery cloth, 35½ quires	22 29
Glass, lights, 3	4 20
Grates, stove, 2	1 50
Glue, white, 20 lbs	4 40
Hose, garden, 100 feet	17 50
" fire and fittings, 500 feet	544 75
" bib, 1	1 00
Heater, 1	19 75
Hooks, cupboard, 1 doz	10

ALBERTA.—*Continued.*

WORKING EXPENSES—*Con.*

Maintenance of Buildings—Con.

Iron, bar, 464 lbs	18 44
Ice, 20⅝ tons	18 70
Kreso, 44 gal	49 25
Keys, 1 doz	50
Locks, pad, 6	4 90
Lamp, black, 1 lb	20
Lead, red, 5 lbs	45
Potash, 551 lbs	34 44
Paint, enamel, 2 quarts	2 00
" buggy, 1 lb	75
" aluminum, 1 gal	4 00
Pipe, stove, 55 lengths	8 25
" taper, 1	20
" elbow, 1	25
" galvanized, 111½ feet	18 68
" fittings sundry, small	1 90
Paper, toilet, 1 doz. packages	1 00
" 2 cases	12 70
Potash, 100 lbs	6 00
Polish, 1 tin	25
Repairing water main	32 60
Rivets, 1 lb	25
Repairing clock	25
Stove, grates	7 30
" castings	5 15
" polish, ½ gross	1 25
Soap, 2,063 lbs	106 75
Screw hooks, 2 doz	40
Switches' snap, 2	1 00
Steel, 232 lbs	13 92
Sapolio, 4 doz	6 00
Sal amoniac, 1 lb	20
Soda, washing, 100 lbs	3 00
Sprocket chain	65
Screws, wood, 4 gross	5 00
Tees, 6	2 10
Varnish, 10½ gal	14 75
Valve gate, 1	5 00
Wood stain, 2 quarts	1 00
Whiting, 674 lbs	20 22
Wire electric, 232½ lbs	22 85
Zinc, 6 feet	1 20
Containers	1 00
Freight and cartage	52 24
	1,119 13
Less refund of expenditure	23
	1,118 90

Maintenance of Machinery.

Gauge glasses, 1	15
Nozzle, brass, 1	50
Oil, machine, 47 gal	17 86
" cylinder, 8 gal	7 50
Waste, cotton, 50 lbs	6 25
	32 26

Chapels, School and Library.

Hymn books, 4½ doz	22 56
Prayer, books, 3 doz	16 20
Bibles, 1 doz	8 16

WORKING EXPENSES—*Con.*

Chapel, School and Library—Con.

Bible histories, 2	10 80
Readers, 1 doz	2 60
Copy books, 3	30
Blackboard brushes, 6	30
Crayons, 2 boxes	60
Library books, 217	126 92
Freight	36 64
	225 08

Office Expenses.

Lock, set, 1	50
Ink, 1 bottle	20
Premiums on officers' bonds	24 00
Clock dials, 1 box	2 00
Rent of P.O. box	6 00
Printing account	173 57
Stationery account	50 69
Forms	6 94
Subs. to papers and magazines	12 00
Office books	3 30
Postage stamps	24 57
Rent of telephone	34 85
Freight and express	25 63
Telegrams	23 08
	387 33

INDUSTRIES.

Farm.

Axes, 1 doz	9 15
Axle grease, 6 boxes	60
Bran, 1,800 lbs	17 15
Curry comb, 1	25
Circingles, 2	2 50
Forks, hay, 3	2 45
Gears and trees	60 00
Horse, 1	225 00
Hay, 1[1890] tons	29 75
Handles, hoe, 2	40
Harness buckles, 36 doz	3 60
" polish, 1 box	35
Log chain, 1	2 00
Lumber, 122 feet	3 36
Mattocks, 3	1 80
Oats, 83⅔ bush	29 81
Oil, castor, 1 quart	45
" Eldorado, 1 quart	15
" linseed, 1 quart	35
Rakes, garden, 6	4 50
Rope, ½ lb	15
Rakes, farm, 2	50
Seeds	22 03
Suaiths, 4	3 60
Scythes, 4	3 40
" stones, 6	50
Stock food, 2 packages	1 00
Services of veterinary	2 00
Waggon pole, 1	1 75
	428 55

ALBERTA.—*Continued.*

INDUSTRIES—*Con.*

Trade Shops.

Awls, sewing, 2 gross	3 00
" pegging, 1 gross	85
" harness, 1 gross	2 00
" strip, 2 gross	50
Acid carbolic, ½ gal	90
" oxalic, 3 lbs	45
" muriatic, 2 quarts	1 10
Alcohol 1 pint	20
Auger bits, 6	2 00
Angle brace, 1	4 50
Axe bench, 1	1 25
Brushes, stripers, ½ doz	90
" varnish, 5	2 00
" paint, 12	3 75
" wall, 2	1 50
" kalsomine, 3	7 25
Buttons, trouser, 10½ gross	1 10
" coat and vest, 10 gross	3 50
Bushings, 9	72
Bits, 1	10
Bolts, carriage, 1,950	34 16
Bodkins, 1 doz	60
B. H. Punch, 1	65
Bit guage, 1	1 00
Burnishing irons, 3	2 00
Brads, 6 lbs	90
Bench stop, 1	45
Bristles, ½ lb	60
Borax, 5lbs	45
Blades, ½ doz	75
Boiler plate, 68 lbs	5 10
Babbitt metal, 18 lbs	3 24
Buckram	1 50
Burnt lumber, 1 lb	15
Blacksmith's coal, 3[198] tons	58 98
Cabinet scrapers, 2	60
Cupboard catches, 12	1 80
Chalk, 2 boxes	1 50
Casters, 1 set	20
Cement, shoe, 3 doz	3 60
" rubber, 4¼ quart	2 60
" shoe, 1 quart	90
Clamps, carpenter, 1	7 50
Callises, 5	3 00
Crowbars, 2	1 92
Chain, 5½ lbs	79
Denim, 14 yards	3 50
Duck, 10 yards	2 50
Drawer pulls, 1 doz	60
Drill bitts, 3	6 00
" machine, 3	1 90
" twist, 1	45
" brace, 2	25
Dividers, 3	1 10
Emery cloth, 2½ doz	88
" straps, 1 doz	1 50
" grinder, 1 doz	10 00
" wheel, 1	1 25
Expansion bit, 1	1 50
Elbows, 2 doz	5 07
Eyelets, 1 M	3 75
Elastic boot, 5 yards	2 10
Escution pins,1	50
Fittings, sundry, small	3 05
Files, assorted, 5 doz	21 83
Faucet, 1	45
Gasoline, 9 gal	4 65
Glue pot, 1	1 00

INDUSTRIES—*Con.*

Trade Shops—Con.

Gum tragacanth, 1½ lbs	1 50
Glue, 2 lbs	30
Graphite, 1 lb	35
Grommets, 16 doz	1 60
Grindstone 1	2 60
" fixtures	65
Horseshoes, 37 lbs	2 22
Hook sets, 2	1 80
Hooks, shoe, 1 M	85
" and eyes, gate, 1 doz	25
" 1 doz	20
" screw, 21 doz	1 25
" brass, 6 doz	75
" and eyes, 4 doz	10
Hammers, 9	5 10
Hosebibs, 3	4 00
Heal slicker, 1	50
" shaves, 2	2 00
Hinges, brass, 1 doz	2 10
" iron, 9½ doz	31 80
" T, 11	25
" strap, 6	90
" hasps, 8	80
Handles, hammers, 1½ doz	2 40
" sledge, 1 doz	3 00
" axe, 2 doz	7 25
" pick, 6 doz	13 80
" hammock, ½ doz	2 50
" re-adjusting, 1	65
" file, ⅔ doz	60
Iron bar, 4,829 lbs	187 25
" band, 2,314 lbs	93 57
" galvanized, 1,236 lbs	93 27
" tinned, 33 lbs	4 62
Ink burnishing, 2 doz	4 00
Irons shank, 4	1 80
" shoulder, 3	1 05
Jack chain, 50 feet	1 70
Jiggers, 2	1 10
Knitting machine, 1	45 50
Knives, shoe, 2 doz	2 90
" strike, 2	5 00
Kettle cars, 6 lbs	1 68
Leather, kangaro, 30¾ feet	12 92
" sheepskins, 57½ feet	5 73
" purpoise, 12¾ feet	6 38
Lead, white, 25 lbs	2 25
Locks, chest, 1	70
" mortice, 1	75
" drawer, 1 doz	4 20
Leatherette, 2½ yards	2 92
Lasts, 36 pairs	19 20
Lasting punches, 1	80
Latches, thumb, 2	30
Lead, pig, 83 lbs	6 00
Lines, masons, 17	2 80
Levels, spirit, 2	2 75
Lines, carpenters, 4	1 00
Lumber, assorted, 6,199 feet	290 99
Malets, carpenters, 2	50
" tinners, 2	40
Mattocks, 3	2 25
Mitre box, 1	16 50
Mortice machine, 1	25 00
Nuts, assorted, 87 lbs	8 70
Needles, machine 730	13 66
" " knitting, 5	25
" sewing 2⅛ gross	3 65

ALBERTA—*Continued.*

INDUSTRIES—*Con.*

Trade Shops—Con.

Needles, sewing 50 papers.....s....	1 25
Nail sets, 6	90
Nails brass, ½ lb	60
" horseshoe, 15 lbs	2 25
Oil, machine, 9 gal	10 45
" "Three In One", 1 bottle	25
" hard, 2 gal	3 70
" sperm, 1¼ gal	3 00
" stain, 1 gal	1 75
" cans, 3	55
" stone, 1	1 50
" stain, 2 gal	1 00
Pipe iron, 125½ feet	9 50
Paper, tailors, 2 rolls	2 00
" sand, 10 quires	2 50
Planes, 3	21 00
" iron, 1	40
Pulleys, 1 doz	1 25
Pulls drawer, ½ doz	35
Packing Garlock, 1¼ lbs	94
Punch, belt, 1	15
Paste, Parisian, 5 bottles	1 45
Pincers, 4 pairs	2 25
Pattern, 1	10
Pencils, carpenters, 6 doz	1 32
Rules, 2 feet, 1¾ doz	4 45
Rivets, assorted	3 25
Rivet set	35
Rasps. shoe, 1 doz	2 40
Saws, back wire, 1	2 75
" K. S., 1	1 00
" hand, 1	2 25
" compass, 1	1 25
" hack, 6	50
Screws, coach, 50	1 00
" wood, 79	24 82
" bench, 1	85
Steel, spring, 71½ lbs	2 94
" bar, 168 lbs	12 78
" cast, 43 lbs	6 45
" octagon, 26 lbs	3 90
Sadler's stand, 1	3 00
Stitching clamps, 1 pair	1 35
Sewing machines, 2	89 60
Sheepskins, 21½ lbs	2 15
Solder, 31½ lbs	9 45
Soldering iron, 1	75
Scissors, 2 pairs	1 50
Shovels, 1 doz	9 90
Screwdriver, 1	40
Stretchers' toe, 4	4 00
Shaver edge, 2	2 00
Subs. to trade journal	3 00
Splitting gauge, 1	9 00
Shuttles, 2	1 50
Shelac, 1 lb	1 25
Tacks, 2	10
Thread, linen, 17⅞ lbs	20 40
" cotton, 5 gross	25 50
" shoe, 18 lbs	16 00
Tape measures, 6	62
Thimbles, 2½ doz	60
Tailors' irons, 2	4 40
Tape, 1 doz	30
Tinners' malet, 1	25
T. square, 1	1 25
Tees. galvanized, 7	2 22
Toe cap punch, 1	1 00

INDUSTRIES—*Con.*

Trade Shops—Con.

Trowel, 1	90
Taper top, 1	45
Tap pipe, 1	75
Tongs, chain	6 75
Tin, sheets, 4 sheets	75
" Canada plate, 24 sheets	2 88
Wire, galvanized, 2 lbs	10
" iron, 5 lbs	25
" copper, 1½ lbs	30
" iron coil, 4 lbs	20
" guage, 52 lbs	2 35
" spring, 50 lbs	3 42
" spool, 1	10
" cloth, 45 feet	3 75
Wood stain, 1 gal	3 00
Wax, bees, 4 lbs	1 60
" shoe, 4 gross	3 80
Welt, trimmer, 1	75
Wheels, shoemakers	3 05
" peg	45
Washer cutter	1 25
Washers, hose, ½ doz	10
Washers, iron, 33 lbs	3 30
Wrench, 1	50
Zinc, 102½ lbs	12 82
Containers	75
Freight and express	6 07
	1,625 68

PRISON EQUIPMENT.

New Machinery.

Brick, 8,250	99 00
" making plant	3,250 00
Rhine wheel, 1	10 00
Fire brick, 1,100	110 00
" clay, 1,200 lbs	42 00
Hose, steam, 8½ feet	4 00
Lumber, 28 feet	3 44
Leather lace, 1¾ lbs	1 50
Valve gate, 1	2 20
Freight	161 85
	3,683 99

Prison Furnishing.

Cotton, 186¾ yards	17 74
Chair, 1	2 00
Drill, 121¾ yards	12 18
Flag, 1	10 00
Linen, forfar, 96½ yards	28 95
Linoleum, 175 square yards	236 25
Laying linoleum	17 50
Mirrors, 5	1 70
Nosings	4 00
Paper, felt, 200 yards	16 00
Soap, barbers, 14 lbs	7 05
" toilet, 6½ lbs	1 40
Sheeting, 232 yards	27 84
Tape, 4 rolls	20

ALBERTA—*Continued.*

PRISON EQUIPMENT—*Con.*

Prison Furnishing—Con.

Ticking, 109¾ yards	21 41
Zinc strips, 5	7 50
	411 72
Less refund of expenditure	52
	411 20

Prison Utensils.

Ash pail, 1	2 50
Brooms, hangers, 3	30
" corn, 15½ doz	42 90
" brush, 1	2 00
" push, 1	1 25
Brushes, hair, 8	4 45
" clothes, 1	1 00
" floor, 1	1 00
" shoe, 6	1 75
Bread pans, 20	9 00
Barrels, 5	2 25
Bath bricks, 3	40
Barrows, steel, 5	40 00
Block, snatch, 1	2 50
" single, 1	2 00
Boiler, wash, 1	1 75
Baskets, bread, 3	6 90
Cleaning rod, 1	80
Clippers, hair, 1 pair	1 50
Carriage wheels and axles, 1 set	11 00
Combs, 8	2 70
Clock repaired	1 25
Dishes, assorted	20 55
Hose reel	50 00
Irons, set, 1	1 75
Locks, pad, 4	1 60
Lamp, desk, 1	4 00
Molasses gate, 1	50
Mops, 3	1 50
Measure, 1	1 25
Mouse traps, 1 doz	50
Mirrors, 2	70
Oil cans, 3	85
Oilers, 1	1 50
Pail, dust, 1	1 75
Potato masher	10
Razors strops, 1	1 00
Rubber, sheet, 1	2 00
Revolver, 1	15 00
Scales, set, 3	41 00
Shovels, 1 doz	22 60
Scoops, 3	3 60
Salt shakers, 2½ doz	1 50
Stensils, 3 sets	1 60
Shackles, 2 pairs	18 00
Sprinkling can, 1	40
Spoon, 1	15
Sundry kitchen utensils	5 00
Thermometers, 14	14 65
Tubs, galvanized, 3	4 05
Telephones, 2	12 00
Washboards, 3	1 50
Wringers, 3	15 25
Washing machine, 1	2 25
Wire, telephone, 35 lbs	1 75
Whisks, 1 doz	2 50
Wheels for barrows, 5	20 50

PRISON EQUIPMENT—*Con.*

Prison Utensils—Con.

Duty	5 40
Containers,	1 50
Freight	10 86
	429 81

Buildings.

Alabastine, 4 packages	1 60
Brick, 44,000	530 70
Bushings, 22	4 05
Blue prints, 4	3 30
Bends, 3	2 55
Bibbs, 2	2 00
Bath chain, 1	50
Beds, 94	435 66
Batteries, 6	3 00
Bells, 2	1 50
Burning kiln	24 00
Buttons, Japaned, 1 gross	1 00
Brackets, 4	4 00
Castings, 920 lbs	46 00
Cement, 403 bbls	1,707 34
Chain, safety, 28 feet	3 00
" sash, 500 feet	22 50
Colours, 25 lbs	3 40
Cross overs, 6	1 20
Couplings, 5	98
Cleanouts, 2	75
Cord, sash, 23½ lbs	10 45
Closet and fittings	35 75
Caps, 7	73
Door, 1	3 75
" hangers, 3	3 00
Elbows, 36	17 61
Fire bricks, 700	70 00
" clay, 1 ton	70 00
Glue, 50 lbs	9 80
Grey mineral, 430 lbs	16 12
Gravel, 546 yards	356 25
Hinges, 132 pairs	15 65
Hair, plasterers, 14 bush	4 30
Hub, double, 1	50
Hydrant, 1	38 85
Hose bib, 1	1 15
Iron, bar, 6,688½ lbs	253 61
" galvanized, 166 lbs	14 32
" galvanized, corrugated, 8$\frac{6}{10}$ sqrs.	46 45
Installation of lighting plant	178 45
Japan, 20 gal	13 10
Knobs, 24	48
Key wall sockets, 1	50
Lead, white, 1,400 lbs	128 00
" pig, 142 lbs	10 41
" waste, 10 lbs	1 00
Locks, pad, 2 doz	12 00
" set, 1	1 75
" yale, prison, 1	20 60
" door handles, 3	30 00
" mortice, 1	50
Lumber, assorted, 100,549 feet	3,147 88
Lime, 545 $\frac{3}{5}$ bush	299 13
Labour	6 78
Lath, 33 M	189 75
Land, 11½ acres	1,376 83
Legal expenses	40 35

ALBERTA—*Continued.*

PRISON EQUIPMENT—*Con.*

Buildings—Con.

Lamp black, 5 lbs	75
Moulding, 200 feet	1 80
Nails, wire, 40 kegs	163 80
" roofing, 5 lbs	24
" finishing, 1 lb	15
Nuts, blank, 3½ lbs	42
Nipples, 2	60
Oil, boiled, 90.30 gal	78 08
" raw, 88.6 gal	74 30
" linseed, 89 gal	80 10
" machine, 46	21 62
" stain, 2 quarts	90
Offset, 1	1 75
Paper, tar, 6 rolls	6 90
Paint, 455 lbs	24 80
Pipe, soil, 180 feet	93 15
" iron, 398 feet	119 62
" steel, 1,535 feet	51 57
" galvanized, 51 feet, 2 inch	4 80
" tee	75
Plugs, 20	7 00
Pet cock, 1	30
Pipe hooks, 6	45
Pulleys, sash, 2	1 75
Piten, 3 tons	114 00
Push buttons, 2	50
Pulleys, slide, 2	40
" sash, 2 doz	2 00
Putty, 25 lbs	1 13
Plaster paris, 6 bbl	31 50
Rollers for barn door, 1 pair	1 75
Roofing caps, 12 lbs	1 40
Reducer, 1	60
Ridge top roll, 20 feet	2 50
Roofing material, 4 rolls	15 90
Screws, 8 gross	3 10
Sand, 42 yards	78 00
Shellac, 1 gal	4 25
Solder, 2½ lbs	80
Stop cocks, 3	3 20
Sink and fittings, 1	13 04
Sawing lumber	5 76
Staples, 25 lbs	1 25
Steel reinforcements	760 00

PRISON EQUIPMENT—*Con.*

Buildings—Con.

Sash hangers, 150	50
Shingles, 7 M	26 25
Sash, 8 pairs	37 60
Salt, 288½ lbs	3 75
Switches, 6	3 00
Turpentine, 112 gal	140 58
T.Y's, 2	2 40
Track, 58 feet	5 90
Taps, brass, 2	2 20
" taper, 1	1 50
Tees, 29	16 95
Traps, 3	5 60
Unions, 2	13 70
Valves, gate, 5	24 95
" globe, 2	5 10
Whiting, 80 lbs	2 40
Wire, assorted	121 89
Weights, window, 1,296 lbs	51 84
Y's, 3	5 15
Freight	460 92
	11,933 69

MISCELLANEOUS.

Advertising	88 62
Travel—	
Penitentiary officials	182 50
Departmental officials	456 05
	727 17

Special.

Warden's residence, allowance	680 00
Freight on twine (refunded)	1,967 63
Repairing artificial leg	28 85
	2,676 48
Less refund of expenditure	1,967 63
	708 85

ALBERTA.—*Concluded.*

RECAPITULATION.

Staff—		
Salaries and retiring allowances	$ 22,154 20	
Uniforms and mess	1,571 34	
		$ 23,725 54
Maintenance of Convicts—		
Rations	4,770 55	
Clothing and medicines	2,124 02	
		6,894 57
Discharge Expenses—		
Freedom suits and allowances	412 35	
Transfer and interment	254 05	
		666 40
Working Expenses—		
Heat, light and water	2,582 06	
Maintenance of buildings and machinery	1,151 16	
Chapels, schools and library	225 08	
Office expenses	387 33	
		4,345 63
Industries—		
Farm	428 55	
Trade shops	1,625 68	
		2,054 23
Prison Equipment—		
Machinery	3,683 99	
Furnishing	411 20	
Utensils and vehicles	429 81	
Land, buildings and walls	11,933 69	
		16,458 69
Miscellaneous—		
Advertising and travel	727 17	
Special	708 85	
		1,436 02
Total		$ 55,581 08

APPENDIX L.

LIST OF OFFICERS.

Name.	Rank.	Creed.	Date of Birth.	Date of First Appointment.	Date of Present Appointment.	Salary.
J. M. Platt, M.D	Warden	Methodist	Apr. 18, 1840	May 17, 1899	May 17, 1899	$ 2,600
*D. O'Leary	Deputy warden	Roman Catholic	Oct. 15, 1853	Aug. 9, 1897	Aug. 9, 1897	1,500
D. Phelan, M.D	Surgeon and supt. of asylum for insane	" "	Sept. 8, 1854	Aug. 4, 1897	Aug. 4, 1897	2,400
W. S. Hughes	Acct. and clerk of cordage industry	Presbyterian	June 2, 1861	Jan. 13, 1893	Feb. 13, 1903	1,700
Rev. A. W. Cooke, M.A	Protestant chaplain	Church of England	Sept. 13, 1841	Nov. 1, 1903	Nov. 1, 1903	1,200
Rev. M. McDonald	Roman Catholic chaplain	Roman Catholic	Aug. 4, 1853	Sept. 30, 1899	Sept. 30, 1899	1,200
J. R. Forster	Warden's clerk	Church of England	Aug. 14, 1875	July 1, 1894	Jan. 1, 1898	900
T. W. Bowie	Storekeeper	Presbyterian	Apr. 6, 1841	Aug. 5, 1897	Aug. 5, 1897	1,000
T. A. Keenan	Assistant storekeeper	Roman Catholic	Apr. 16, 1864	Aug. 4, 1897	Aug. 4, 1897	700
W. H. Derry	Engineer	Congregationalist	July 12, 1847	Sept. 1, 1897	Sept. 1, 1897	1,200
F. Hornibrook	Assistant engineer	Church of England	Dec. 15, 1855	Sept. 1, 1892	Feb. 1, 1907	700
Charles Baylie	Electrician	Congregationalist	Jan. 19, 1869	Oct. 1, 1890	Oct. 1, 1890	900
R. McDonald	Assistant electrician	Roman Catholic	Mar. 8, 1852	June 1, 1894	June 1, 1894	700
W. J. Macleod	Steward and baker	Presbyterian	Aug. 7, 1868	Jan. 1, 1896	Apr. 1, 1903	1,000
J. Saunders	Assistant steward	"	Nov. 30, 1859	Aug. 1, 1899	Nov. 1, 1903	700
W. A. Gunn	Hospital overseer and school instructor	Church of England	Feb. 16, 1845	June 1, 1890	June 1, 1890	900
H. S. Begg	Asst. hospital overseer and school instructor	" "	Oct. 27, 1879	Oct. 1, 1902	Oct. 1, 1902	700
F. W. Dickinson	Supt. cordage industry	Presbyterian	June 25, 1864	Dec. 1, 1902	Dec. 1, 1902	1,200
R. A. Caughey	Asst. Supt. cordage Industry	"	Jan. 23, 1870	Nov. 1, 1903	Jan. 1, 1907	800
Rose A. Fahey	Matron	Roman Catholic	Aug. 15, 1849	Mar. 6, 1886	Mar. 6, 1886	600
Mary Smith	Deputy matron	Presbyterian	June 4, 1852	June 1, 1889	June 1, 1889	450
R. J. Burns	Chief trade instructor	Church of England	July 23, 1855	June 1, 1895	July 1, 1903	1,000
J. A. McCaugherty	Farm instructor	Presbyterian	Dec. 22, 1865	Apr. 1, 1893	Apr. 1, 1893	800
D. J. McCarthy	Asst. farm instructor	Roman Catholic	Jan. 4, 1867	Feb. 9, 1901	Mar. 15, 1962	700
H. L. Walker	Blacksmith instructor	Church of England	Mar. 25, 1865	Apr. 3, 1897	Apr. 3, 1897	800
James Tweddell	Tailor instructor	Methodist	Jan. 22, 1876	Mar. 23, 1903	Mar. 23, 1903	800
James Lawlor	Stonecutter instructor	Roman Catholic	Apr. 15, 1869	Sept. 18, 1896	Apr. 1, 1903	800
P. M. Beaupre	Quarry instructor	" "	July 29, 1860	Jan. 10, 1885	Mar. 27, 1905	800
Robert Paynter	Shoemaker instructor	Congregationalist	Jan. 22, 1873	Nov. 1, 1904	Apr. 1, 1905	800
T. A. Davidson	Mason instructor	Presbyterian	Mar. 26, 1872	July 1, 1902	Mar. 16, 1908	800
Alexander Atkins	Chief keeper	"	Apr. 13 1857	July 1, 1878	Mar. 1, 1903	1,000
William Holland	Chief watchman	Church of England	Mar. 26, 1850	Aug. 1, 1889	Nov. 1, 1906	800
W. J. Calvert	Industrial keeper	Presbyterian	Sept. 9, 1866	Nov. 1, 1900	Mar. 1, 1907	700
J. A. Rutherford	Gate keeper and armourer	Methodist	Feb. 17, 1851	Mar. 1, 1884	Feb. 1, 1908	700
‡John Kennedy	Keeper	Roman Catholic	July 12, 1852	May 1, 1870	Sept. 24, 1895	700
Chas. Bostridge	"	Church of England	Nov. 20, 1848	Apr. 10, 1882	Aug. 1, 1899	700
John Bannister	"	Methodist	Sept. 13, 1851	May 23, 1885	Aug. 1, 1899	700
James Doyle	"	Roman Catholic	Oct. 19, 1860	May 27, 1885	Aug. 1, 1899	700
Patrick Maden	"	" "	Apr. 27, 1864	Aug. 1, 1889	Aug. 1, 1899	700
Thomas Fowler	"	" "	Mar. 22, 1860	Aug. 1, 1889	Jan. 1, 1907	700
E. R. Davis	"	Methodist	Mar. 29, 1850	Feb. 1, 1890	Aug. 1, 1907	700
J. Givens	"	Roman Catholic	June 6, 1866	June 7, 1892	Mar. 1, 1908	700
C. S. Wheeler	"	Church of England	Oct. 7, 1852	July 23, 1892	Mar. 1, 1908	700

J. J. Lawless	Watchman	Roman Catholic	Apr. 3, 1874	Nov. 1, 1906	Nov. 1, 1906	650
John W. Graham	"	Presbyterian	Mar. 1876	Aug. 1, 1907	Aug. 1, 1907	650
J. V. Donaghue	"	Roman Catholic	July 1880	Oct. 1, 1907	Oct. 1, 1907	650
Don A. Curtis	"	Presbyterian	Mar. 4, 1873	Nov. 1, 1907	Nov. 1, 1907	650
George P. Nolan	"	Roman Catholic	Apr. 3, 1872	Nov 1, 1907	Nov. 1, 1907	650
A. McConville	Guard	" "	July 4, 1862	July 1, 1885	July 1, 1885	600
William Ryan‡	"	" "	Nov. 14, 1853	May 31, 1890	May 31, 1890	600
George McCauley	"	" "	Sept. 19, 1863	Aug. 24, 1892	Aug. 24, 1892	600
William Kenny	"	Methodist	Nov. 5, 1858	Mar. 1, 1893	Mar. 1, 1893	600
John O'Neil	"	Roman Catholic	Dec. 5, 1860	Feb. 1, 1894	Feb. 1, 1894	600
James Bennett	"	Church of England	Jan. 8, 1854	Feb. 14, 1894	Feb. 14, 1894	600
R. Corby	"	Roman Catholic	May 9, 1869	May 7, 1894	May 7, 1894	600
John Hughes	"	" "	Nov. 4, 1869	Feb. 22, 1895	Feb. 22, 1895	600
Sam'l McCormack	"	Presbyterian	Nov. 3, 1855	July 26, 1895	July 26, 1895	600
G. H. T. Marsh	"	Church of England	Aug. 23, 1866	Sept 25, 1895	Sept. 25, 1895	600
T. H. Hennessy	"	Roman Catholic	Nov. 13, 1861	Sept 26, 1895	Sept. 26, 1895	600
R. D. Dowsley	"	Presbyterian	Dec. 3, 1858	May 6, 1896	May 6, 1896	600
R. Bryant	"	Methodist	Feb. 12, 1852	Jan. 1, 1898	Jan. 1, 1898	600
George Sullivan	"	Roman Catholic	Apr. 20, 1875	Aug. 20, 1898	Aug. 20, 1898	600
W. H. Mathews	"	Church of England	Oct. 20, 1865	Aug. 1, 1899	Aug. 1, 1899	600
James McWaters	"	Methodist	Sept. 1, 1861	Aug. 1, 1899	Aug. 1, 1899	600
Dan'l Germain	"	"	Apr. 4, 1870	Aug. 1, 1899	Aug. 1, 1899	600
J. McQuade	"	"	June 24, 1859	Dec. 1, 1899	Dec. 1, 1899	600
Edward C. Walsh	"	Roman Catholic	Sept. 2, 1878	Nov. 1, 1900	Nov. 1, 1900	600
S. N. Watts	"	Church of England	Apr. 18, 1866	Nov. 1, 1900	Nov. 1, 1900	600
Percy Johnson	"	" "	May 17, 1871	Nov. 1, 1900	Nov. 1, 1900	600
R. M. Davis	"	Methodist	Apr. 7, 1878	Nov. 1, 1900	Nov. 1, 1900	600
C. H. Gray	"	"	Dec. 8, 1878	Feb. 15, 1902	Feb. 15, 1902	600
George O. Aiken	"	"	Apr. 5, 1873	Nov. 1, 1902	Nov. 1, 1902	600
George Doyle	"	Roman Catholic	May 13, 1871	Nov. 1, 1903	Nov. 1, 1903	600
James A. Fegg	"	Church of England	May 31, 1870	July 1, 1904	July 1, 1904	600
W. A. McDonnell	"	Roman Catholic	Aug. 3, 1873	Nov. 1, 1904	Nov. 1, 1904	600
John Berrigan	"	" "	July 8, 1867	Nov. 1, 1904	Nov. 1, 1904	600
Robert Aiken	"	Methodist	Dec. 22, 1866	Nov. 1, 1904	Nov. 1, 1904	600
Edward Cowan	"	Church of England	Sept. 25, 1869	July 1, 1905	July 1, 1905	600
H. J. Powell	"	Methodist	Aug. 24, 1873	Aug. 1, 1905	Aug. 1, 1905	600
M. J. Walsh	"	Roman Catholic	Mar. 4, 1875	Aug. 1, 1905	Aug. 1, 1905	600
B. R. Watson	"	Church of England	Dec. 10, 1861	Aug. 1, 1905	Aug. 1, 1905	600
J. A. Potter	"	Presbyterian	Nov. 14, 1874	Jan. 1, 1906	Jan. 1, 1906	600
J. B. O'Driscoll	"	Roman Catholic	Apr. 17, 1875	Jan. 1, 1906	Jan. 1, 1906	600
William Tatton	"	Church of England	Nov. 19, 1872	Apr. 1, 1906	Apr. 1, 1906	600
J. S. McPherson	"	Presbyterian	Feb. 21, 1872	June 1, 1906	June 1, 1906	600
J. A. Wilson	"	"	Aug. 5, 1875	June 1, 1906	June 1, 1906	600
Francis J. Doyle	"	Roman Catholic	Sept. 9, 1877	Aug. 1, 1906	Aug. 1, 1906	600
P. Stover	Stable Guard	Methodist	Apr. 6, 1854	Sept. 1, 1894	June 30, 1898	600
James Weir	"	"	Aug. 4, 1856	May 4, 1896	June 30, 1898	600
W. W. Cook	"	"	Mar. 25, 1865	Sept. 1, 1901	May 25, 1906	600
C. H. Fenning	Fireman	Church of England	July 26, 1860	Aug. 1, 1899	Aug. 1, 1899	600
Frank McGeen	"	Roman Catholic	Dec. 6, 1874	Feb. 15, 1902	Feb. 15, 1902	600
M. J. Kennedy	Messenger	" "	Apr. 18, 1857	Apr. 1, 1872	May 1, 1884	600

* Inspector of Dominion Police, December 2, 1882 to August 9, 1897.

‡ Appointed May 1, 1870. Resigned March 31, 1872. Re-appointed January 1, 1877.

Name.	Rank.	Creed.	Date of Birth.	Date of First Appointment.	Date of Present Appointment.	Salary.
Beauchamp, Oscar	Warden	Roman Catholic	June 22, 1851	Feb. 17, 1899	Mar. 4, 1904	$2,400
Pratt, Geo. A	Deputy warden	Anglican	Nov. 28, 1862	" 20, 1899	" 4, 1904	1,500
Allaire, Adolphe, M.D	Surgeon	Roman Catholic	Aug. 31, 1870	Jan. 30, 1902	Jan. 30, 1902	1,600
Malepart, Geo. S	Accountant	" "	May 23, 1849	Oct. 9, 1880	June 1, 1882	1,400
Harel, Rev. L. O	Chaplain	" "	Aug. 30, 1847	Apr. 28, 1887	Apr. 28, 1887	1,200
Rollit, Rev. John	"	Anglican	Apr. 9, 1841	Oct. 25, 1895	Oct. 25, 1895	1,200
Marchand, Lucien	Engineer	Roman Catholic	Nov. 24, 1859	" 1, 1907	" 1, 1907	1,000
Jobin, E	Steward and baker	" "	Oct. 28, 1875	Sept. 1, 1902	Aug. 1, 1907	1,000
Reneault, Geo. Jos	Warden's clerk, etc	" "	Nov. 16, 1868	Jan. 14, 1903	Aug. 1, 1906	1,000
Therien, Phédime	Storekeeper	" "	Dec. 6, 1858	May 28, 1907	May, 28, 1907	900
Fatt, H. Cecil	Assistant storekeeper	Anglican	Apr. 14, 1869	Aug. 22, 1894	Dec. 1, 1899	700
O'Shea, David	Hospital overseer, etc	Roman Catholic	Mar. 2, 1860	" 23, 1882	Aug. 1, 1906	900
Leclair, Eugène	Electrician	" "	May 20, 1871	Jan. 1, 1899	July 1, 1905	800
Aubé, William	Assistant steward, etc	" "	Oct. 5, 1874	July 1, 1901	Nov. 1, 1906	700
Nixon, Geo	Gatekeeper and armourer	Anglican	" 22, 1846	Aug. 6, 1883	Aug. 1, 1906	700
Leger, George	Chief trade instructor	Roman Catholic	May 18, 1867	Oct. 1, 1906	Oct. 1, 1906	1,000
Byrne, Thomas J	Farm instructor	" "	Dec. 14, 1876	Nov. 1, 1905	Nov. 1, 1905	800
Bertrand, E	Mason instructor	" "	Feb. 9, 1859	Aug. 1, 1885	May, 1, 1907	800
Lortie, Vincent	Shoemaker instructor	" "	" 14, 1854	July, 15, 1895	July 15, 1895	800
Prevost, William	Quarry instructor	" "	May 18, 1860	Aug. 31, 1896	Oct. 1, 1896	800
Desjardins, Rodrigue	Stonecutter instructor	" "	Feb. 23, 1871	Oct. 1, 1903	Apr. 20, 1905	800
Bisson, Vincent	Tinsmith instructor	" "	June 24, 1850	July 12, 1884	Feb. 1, 1900	800
Leblanc, Edmond	Blacksmith instructor	" "	Mar. 20, 1861	Apr. 1, 1901	Apr. 1, 1901	800
Cadieux, Oscar	Tailor instructor	" "	Aug. 11, 1864	" 8, 1901	" 8, 1901	800
St. Germain, Napoléon*	Carpenter instructor	" "	Mar. 22, 1847	Feb. 1, 1877	Aug. 15, 1902	800
Chartrand, Ubald	Chief keeper	" "	Jan. 1, 1843	Jan. 1, 1878	Apr. 7, 1899	1,200
Gibson, W. W	Chief watchman	Presbyterian	Oct. 23, 1843	Aug. 6, 1886	Aug. 1, 1906	800
Fitzgibbon, J. D	Keeper	Roman Catholic	May 23, 1860	June 25, 1887	Oct. 11, 1897	700
Desjardins, Joseph	"	" "	Mar. 23, 1876	Oct. 1, 1897	Apr. 7, 1899	700
Blondin, Paul	"	" "	Oct. 2, 1869	" 19, 1896	Feb. 1, 1900	700
Norman, L	Keeper	Roman Catholic	Sept. 13, 1875	Nov. 2, 1897	July 18, 1902	700
Forster, J. P	"	Anglican	Oct. 12, 1874	Sept. 1, 1889	Jan. 1, 1903	700
Charbonneau, Alexandre	"	Roman Catholic	July 1, 1862	July 1, 1898	Feb. 4, 1905	700
Forest, George	"	" "	Mar. 14, 1857	Apr. 24, 1899	Mar. 20, 1905	700
Lesage, Felix	Watchman	" "	July 10, 1846	Aug. 29, 1883	Nov. 1, 1906	650
Charbonneau, George	"	" "	" 13, 1846	June 30, 1888	" 1, 1906	650
Boucher, Eloi	"	" "	Nov. 3, 1861	Dec. 1, 1899	" 1, 1906	650
Leonard, H	"	" "	Feb. 27, 1864	" 1, 1899	" 1, 1906	650
Rodier, Emilien	"	" "	July 20, 1873	Oct. 1, 1905	" 1, 1906	650
Filiatreault, Louis	"	" "	June 14, 1878	Nov. 1, 1905	" 1, 1906	650

Clermont, Felix	Guard	" "	June 17, 1863	July 19, 1889	July 19, 1889	600
Desjardins, Abondius	"	" "	" 7, 1863	Nov. 7, 1893	Nov. 9, 1893	600
Lynch, Patrick, J. G	"	" "	Feb. 16, 1870	May 1, 1894	May 1, 1894	600
Grece, William	"	Presbyterian	Mar. 16, 1863	Oct. 1, 1897	Oct. 1, 1897	600
Jolicœur, E	"	Roman Catholic	Apr. 13, 1863	Aug. 2, 1898	Aug. 2, 1898	600
Pepin, Alfred	"	" "	July 15, 1870	" 1, 1898	" 1, 1898	600
Desjardins, Charles	"	" "	Apr. 2, 1871	Apr. 24, 1899	Apr. 24, 1899	600
Papineau, Odilon	"	" "	Nov. 22, 1864	Aug. 28, 1899	Aug. 28, 1899	600
Keeley, James	"	" "	Apr. 25, 1856	Sept. 28, 1899	Sept. 28, 1899	600
Trudeau, A	"	" "	May, 21, 1864	Dec. 1, 1899	Dec. 1, 1899	600
Filiatreault, Napoleon	"	" "	July 3, 1868	May 4, 1901	May 4, 1901	600
Desormeaux, Felix	"	" "	Jan. 17, 1858	Feb. 1, 1901	Feb. 1, 1901	600
Brisebois, H	"	" "	Nov. 7, 1872	Sept. 15, 1901	Sept. 15, 1901	600
Belanger, Edouard	"	" "	" 19, 1870	July 1, 1902	July 1, 1902	600
McDonough, Andrew	"	" "	Mar. 30, 1876	Sept. 1, 1903	Sept. 1, 1903	600
Therrien, George	"	" "	Nov. 8, 1877	June 15, 1904	June 15, 1904	600
Labrecque, J. Emile	"	" "	Feb. 17, 1874	Apr. 27, 1905	Apr. 27, 1905	600
Lauzon, Jean	"	" "	Mar. 16, 1866	July 1, 1905	July 1, 1905	600
Lahaie, Aldrige	"	" "	Dec. 11, 1868	" 1, 1905	" 1, 1905	600
Paquette, Joseph	"	" "	Nov. 20, 1860	Oct. 1, 1905	Oct. 1, 1905	600
Hogue, Damase	"	" "	Dec. 9, 1873	Oct. 1, 1905	Oct. 1, 1905	600
Dufresne, A	"	" "	" 27, 1882	Aug. 1, 1906	Aug. 1, 1906	600
Barbeau, Emilien	"	" "	Nov. 29, 1871	" 1, 1906	" 1, 1906	600
Roger, Urgèle	"	" "	July 18, 1879	Sept. 1, 1906	Sept. 1, 1906	600
Murphy, J. W. R	"	" "	Mar. 18, 1885	Nov. 1, 1906	Nov. 1, 1906	600
Proulx, Medor	"	" "	" 9, 1879	" 1, 1906	" 1, 1906	600
Proulx, Alfred	"	" "	Apr. 25, 1874	Feb. 1, 1907	Feb. 1, 1907	600
Laskey, F. W. ‡	"	Anglican	May 10, 1879	Sept. 1, 1903	June 1, 1907	600
Deguire, Ovide	"	Roman Catholic	" 5, 1873	" 1, 1907	Sept. 1, 1907	600
Bezeau, Albert	"	" "	Sept. 2, 1883	Nov. 1, 1907	Nov. 1, 1907	600
Jubinville, Alfred	Fireman	" "	Dec. 29, 1866	Dec. 9, 1901	Dec. 9, 1901	600
Legault, Alexandre	"	" "	Apr. 20, 1876	July 1, 1906	July 1, 1906	600
Taillon, Charles	Messenger	" "	Aug. 18, 1838	May 1, 1880	May 1, 1880	600
Cloutier, I	Stable guard	" "	Dec. 25, 1843	Nov. 4, 1881	Nov. 4, 1881	600
Ouimet, Damase	"	" "	Nov. 15, 1862	Apr. 24, 1899	Apr. 24, 1899	600

* Removed January 24, 1881. Reappointed August 15, 1902.

‡ Resigned March 31, 1905. Reappointed June 1, 1907.

DORCHESTER.

Name.	Rank.	Creed.	Date of Birth.	Date of First Appointment.	Date of Present Appointment.	Salary.
J. A. Kirk	Warden	Presbyterian	Mar. 1, 1837	Dec. 12, 1899	Dec. 12, 1899	$ 2,200
A. B. Pipes	Deputy waredn	Church of England	" 31, 1853	June 25, 1889	June 6, 1901	1,500
E. T. Gaudet, M.D	Surgeon	Roman Catholic	Sept. 17, 1857	Dec. 14, 1907	Dec. 14, 1907	1,500
C. H. Martin	Accountant	Methodist	Feb. 5, 1858	Aug. 4, 1897	Apr. 1, 1903	1,200
Rev. A. D. Cormier	Chaplain	Roman Catholic	Nov. 27, 1854	Dec. 1, 1889	Dec. 1, 1889	1,000
Rev. B. H. Thomas	"	Baptist	May 22, 1865	Aug. 1, 1906	Aug. 1, 1906	1,000
C. S. Starratt	Storekeeper and warden's clerk	"	Nov. 10, 1858	Sept. 1, 1905	Sept. 1, 1905	800
James A. Piercy	Engineer	Methodist	Aug. 15, 1852	May 12, 1885	May 12, 1855	1,000
*Angus M. McDonald	Steward	Roman Catholic	Nov. 26, 1865	June 1, 1891	Apr. 1, 1903	900
G. B. Papineau	Hospital overseer	" "	June 22, 1856	Jan. 1, 1886	June 1, 1898	900
Elizabeth McMahon	Matron	" "	Apr. 7, 1870	" 21, 1898	May 1, 1899	600
Elizabeth Cumming	Deputy matron	Presbyterian	Jan. 8, 1848	Feb. 8, 1900	Feb. 8, 1900	450
John Downey	Blacksmith instructor	Baptist	Mar. 17, 1840	May 1, 1868	May 1, 1868	800
Wm. R. Burns	Tailor instructor	Roman Catholic	" 14, 1858	" 10, 1891	" 10, 1891	800
L. H. Chambers	Carpenter instructor	" "	Apr. 20, 1853	May 1, 1886	Dec. 1, 1900	800
Jos. T. LeBlanc	Quarry instructor	" "	June 29, 1849	" 1, 1883	Oct. 1, 1901	800
A. T. Hicks	Farm instructor	Baptist	Aug. 11, 1856	Sept. 25, 1901	Sept. 25, 1901	800
W. A. Sherrard	Stone cutter instructor	Presbyterian	Apr. 13, 1876	" 1, 1905	" 1, 1905	800
John J. Kane	Mason instructor	Roman Catholic	Oct. 15, 1866	Jan. 21, 1907	Jan. 21, 1907	800
W. J. Foran	Shoe instructor	" "	Nov. 15, 1870	Mar. 12, 1907	Mar. 12, 1907	800
L. S. Hutchinson	Chief keeper	Church of England	Oct. 18, 1874	Feb. 1, 1893	May 1, 1901	900
Willard Lawrence	Chief watchman	" "	May 14, 1849	Sept. 27, 1899	Aug. 1, 1906	800
John Corcoran	Watchman	Roman Catholic	Apr. 12, 1847	July 1, 1880	Jan. 1, 1907	650
A. L. Belliveau	"	" "	Oct. 9, 1860	" 15, 1901	" 1, 1907	650
William Alexander	Keeper	Methodist	Aug. 31, 1846	Jan. 1, 1880	" 1, 1898	700
A. A. Allain	"	Roman Catholic	Feb. 1, 1855	" 10, 1883	Mar. 1, 1903	700
Thomas Welsh	"	" "	Jan. 1, 1859	Dec. 1, 1896	July 1, 1903	700
Chas. S. Elsdon	"	Methodist	Sept. 4, 1869	July 23, 1895	Mar. 1, 1907	700
James Luther	Guard	"	June 1, 1840	May 9, 1882	May 9, 1882	600
T. F. Gillespie	"	Church of England	July 3, 1873	Oct. 18, 1891	Oct. 1, 1892	600
N. A. Burden	"	" "	" 25, 1852	" 1, 1892	Feb. 1, 1893	600
John McCaull	"	Presbyterian	Mar. 1, 1850	July 23, 1894	July 23, 1894	600
Sinclair McDougall	"	"	Oct. 18, 1871	" 23, 1895	" 23, 1895	600
Arthur Brown	"	"	Sept. 26, 1864	Jan. 1, 1898	Jan. 1, 1898	600
Geo. Drillis	"	"	Apr. 27, 1865	" 1, 1898	" 1, 1898	600
Stephen H. Getson	"	"	Feb. 3, 1873	" 1, 1898	" 1, 1898	600
John McLeod	"	"	Sept. 20, 1860	" 1, 1898	" 1, 1898	600
‡Patrick Connell	"	Roman Catholic	Aug. 6, 1849	" 1, 1880	Feb. 5, 1899	600
Lauchlin McDonald	"	" "	July 28, 1876	June 1, 1901	June 1, 1901	600
S. A. Palmer	"	Baptist	" 19, 1858	July 1, 1901	July 1, 1901	600

Amos Robinson	"	Methodist	Aug. 22, 1858	" 1, 1901	" 1, 1901		600
John Hebert	"	Roman Catholic	May 5, 1865	" 1, 1902	" 1, 1902		600
[3]D. P. Belliveau	"	" "	Jan. 28, 1860	Jan. 14, 1901	Feb. 16, 1905		600
John D. McDonald	"	" "	Aug. 12, 1878	" 1, 1903	Oct. 1, 1906		600
D. H. McIsaac	"	" "	May 10, 1878	Dec. 5, 1906	Dec. 15, 1906		600
F. C. Bowes	"	Baptist	Sept. 4, 1880	July 1, 1907	July 1, 1907		600
A. W. O'Brien	"	Roman Catholic	Oct. 4, 1875	Mar. 1, 1908	Mar. 1, 1908		600
John S. Milton	Stable guard	Baptist	Nov. 22, 1853	May 1, 1894	July 1, 1898		600
Chas. Card	"	"	" 30, 1856	Jan. 1, 1907	Jan. 1, 1907		600
Albert Friel	Messenger	Roman Catholic	" 10, 1872	Aug. 14, 1906	Aug. 14, 1906		600
George Bishop	Fireman	Baptist	June 22, 1862	Oct. 11, 1906	Oct. 11, 1906		600

* Resigned March 31, 1894. Reappointed November 1, 1894.
‡ Retired December 31, 1897. Reappointed February 5, 1899.
[3] Resigned December 2, 1903. Reappointed February 16, 1905.

Name.	Rank.	Creed.	Date of Birth.	Date of First Appointment.	Date of Present Appointment.	Salary.
A. G. Irvine, I.S.O.	Warden	Church of England	Dec. 7, 1837	May 1, 1870	Oct. 13, 1892	$ 2,200
A. Manseau	Deputy warden	Roman Catholic	Jan. 14, 1858	July 1, 1891	Sept. 2, 1898	1,500
R. W. Neill, M.D.	Surgeon	Church of England	May 24, 1869	Sept. 12, 1900	" 12, 1900	1,500
Rev. S. W. L. Stewart	Chaplain	Methodist	July 29, 1863	Dec. 1, 1907	Dec. 1, 1907	1,000
Rev. A. Beliveau, D.D.	"	Roman Catholic	Mar. 2, 1870	June 21, 1905	June 21, 1905	1,000
E. Freeman	Steward	Church of England	May 12, 1856	Feb. 1, 1886	Mar. 1, 1903	900
*J. H. Daignault	Hospital overseer	Roman Catholic	Nov 30, 1867	Aug. 19, 1902	Feb. 14, 1908	900
J. Smith	Engineer	Church of England	Dec. 8, 1848	Dec. 10, 1883	Nov. 1, 1889	1,000
H. Keech	Accountant and store keeper	Methodist	May 26, 1851	May 1, 1907	May 1, 1907	1,500
A. R. Mitchell	Chief trade instructor	Presbytreian	Aug. 2, 1844	July 2, 1903	Oct. 1, 1904	1,000
W. R. Grahame	Farm instructor	"	Oct. 19, 1860	" 1, 1891	" 24, 1893	800
T. Miller	Shoemaker instructor	Church of England	Dec. 17, 1857	Nov. 10, 1892	July 23, 1895	800
Thos. Scott	Tailor instructor	Presbyterian	" 28, 1861	" 10, 1906	Nov. 10, 1906	800
J. McCullough	Mason instructor	"	Apr. 10, 1853	July 15, 1907	July 15, 1907	800
J. Snell	Keeper	Presbyterian	Aug. 8, 1875	" 2, 1902	May 1, 1905	800
W. C. Abbott	"	Church of England	May 14, 1873	June 1, 1903	" 1, 1905	800
T. Douglas	Guard	" "	Feb. 8, 1869	" 1, 1899	June 1, 1899	700
R. Downie	"	Presbyterian	Aug. 5, 1866	July 7, 1902	July 7, 1902	700
H. W. B. Macdonell	"	Roman Catholic	June 5, 1879	Dec. 14, 1902	Dec. 14, 1902	700
J. Douglass	"	Presbyterian	Nov. 29, 1872	Sept. 1, 1903	Sept. 1, 1903	700
E. Newbury	"	Church of England	" 30, 1875	May 1, 1904	May 1, 1904	700
W. Burt	"	Presbyterian	Mar. 12, 1875	" 1, 1904	" 1, 1904	700
G. Richmond	"	Methodist	Oct. 8, 1870	" 1, 1904	" 1, 1904	700
F. J. Thornhill	"	Roman Catholic	Apr. 24, 1880	Nov. 1, 1904	Nov. 1, 1904	700
W. V. B. Goff	"	Church of England	Dec. 4, 1870	Apr. 1, 1905	Apr. 1, 1905	700
H. Woods	"	" "	Sept. 18, 1870	Jan. 1, 1906	Jan. 1, 1906	700
E. C. Ridley	"	" "	" 17, 1877	Apr. 1, 1906	Apr. 1, 1906	700
W. Skeoch	"	Presbyterian	" 11, 1880	May 1, 1906	May 1, 1906	700
H. F. Norman	"	Church of England	Apr. 30, 1874	June 1, 1906	June 1, 1906	700
A. E. Whish	"	" "	Sept. 5, 1879	Aug. 1, 1906	Aug. 1, 1906	700
L. L. Gauthier	"	Roman Catholic	July 26, 1871	" 1, 1906	" 1, 1906	700
A. Johnston	"	Presbyterian	Apr. 9, 1881	Feb. 1, 1907	Feb. 1, 1907	700
G. E. Brookes	"	Church of England	Feb. 9, 1877	" 1, 1907	" 1, 1907	700
C. Bishop	"	" "	Nov. 4, 1880	" 1, 1907	" 1, 1907	700
J. French	Chief watchman	Methodist	Oct. 22, 1870	Oct. 1, 1904	Feb. 1, 1907	900

* Resigned May 1, 1907. Reappointed February 14, 1908.

Name.	Rank.	Creed.	Date of Birth.	Date of First Appointment.	Date of Present Appointment.	Salary.
Brown, J. C	Warden	Presbyterian	Feb. 13, 1844	Nov. 26, 1907	Nov. 26, 1907	2,200
Carroll, W. J	Deputy warden	Roman Catholic	Mar. 15, 1860	July 23, 1886	Dec. 3, 1907	1,500
DeWolf, Smith, W. A	Surgeon	Church of England	Oct. 5, 1859	Nov. 1, 1887	June 30, 1890	1,500
Harvey, J. W	Accountant, etc	" "	Feb. 23, 1856	June 29, 1895	Feb. 27, 1896	1,200
Vert, Rev. A. E	Chaplain	Presbyterian	Nov. 1, 1869	May 16, 1904	May 16, 1904	1,000
Peytavin, Rev E	"	Roman Catholic	" 6, 1849	June 23, 1903	June 23, 1903	1,000
Robertson, R. J	Storekeeper	Presbyterian	Jan. 28, 1865	Oct. 11, 1887	Jan. 1, 1908	900
Patchell, W. A	Steward	Church of England	Aug. 12, 1862	Aug. 18, 1890	" 1, 1908	900
Stewart, F	Hospital overseer	Presbyterian	" 16, 1852	Apr. 1, 1885	Dec. 6, 1907	900
Disney, H	Chief trade instructor	Church of England	Dec. 17, 1866	Mar. 1, 1895	Oct. 15, 1902	1,000
Mackenzie, Geo	Shoemaker instructor	Presbyterian	July 4, 1854	Nov. 1, 1883	Nov. 1, 1883	800
Coutts, Alex	Engineer and blacksmith instructor	"	Sept. 13, 1850	Oct. 1, 1886	Jan. 1, 1908	1,000
Doyle, Jas	Brickmaking instructor	Roman Catholic	Mar. 8, 1862	" 1, 1886	Feb. 1, 1902	800
Imlah, John	Mason instructor	Presbyterian	July 20, 1860	May 15, 1900	Nov. 1, 1902	800
Mackenzie, D. C	Tailor instructor	Methodist	Aug. 25, 1868	Mar. 1, 1904	Mar. 1, 1904	800
Dynes, R	Farm instructor	Roman Catholic	Oct. 31, 1867	Jan. 1, 1894	June 1, 1907	800
Lavell, M	Chief watchman	" "	June 17, 1867	Mar. 9, 1901	Oct. 1, 1907	900
Glenn, A. V	Watchman	Methodist	Feb. 21, 1878	" 1, 1908	Mar. 1, 1908	750
Walsh, Wm	Keeper	Roman Catholic	" 14, 1864	June 1, 1896	Dec. 6, 1907	800
Sampson, T	"	Methodist	May 25, 1859	Apr. 1, 1890	Jan. 1, 1908	800
Smyth, P	Guard	Roman Catholic	Mar. 17, 1843	Feb. 21, 1879	Feb. 21, 1879	700
Devine, P	"	" "	" 20, 1875	Apr. 8, 1901	Apr. 8, 1901	700
Cameron, W. A	"	Methodist	May 16, 1879	July 1, 1907	July 1, 1907	700
Macrea, D	"	Presbyterian	July 29, 1872	" 1, 1907	" 1, 1907	700
McLure, D	"	"	Feb. 23, 1883	Sept 1, 1907	Sept. 1, 1907	700
Sullivan, M	"	Roman Catholic	Nov. 20, 1887	" 1, 1907	" 1, 1907	700
Tweddell, R		Presbyterian	June 20, 1886	Sept. 1, 1907	Sept. 1, 1907	700
Cooper, T	"	"	May 26, 1883	Dec. 1, 1907	Dec. 1, 1907	700
McGrenera, P	"	Roman Catholic	Dec. 24, 1879	Mar. 1, 1908	Mar. 1, 1908	700

Name.	Rank.	Creed.	Date of Birth.	Date of First Appointment.	Date of Present Appointment.	Salary.
Matthew, McCauley	Warden	Presbyterian	June 11, 1850	July 1, 1906	July 1, 1906	$ 2,200
*Richard Henry Stedman	Deputy warden	Church of England	May 23, 1848	" 1, 1906	" 1, 1906	1,500
Alexander Forin, M.D.	Surgeon	Presbyterian	" 24, 1857	" 23, 1906	" 23, 1906	1,200
John Joseph Cashman	Accountant and storekeeper	Roman Catholic	Apr. 15, 1857	Aug. 1, 1906	Aug. 1, 1906	1,200
‡John McDougal	Chief trade and mason instructor	" "	May 6, 1862	Apr. 5, 1891	" 1, 1906	1,000
Cleophas Turgeon	Engineer and blacksmith instructor	" "	Mar. 11, 1859	July 23, 1906	July 23, 1906	1,000
Rev. Peter Cozanet	Roman Catholic Chaplain	" "	July 3, 1881	Sept. 1, 1907	Sept. 1, 1907	800
Rev. David George McQueen	Protestant chaplain	Presbyterian	Dec. 25, 1854	Aug. 4, 1906	Aug. 4, 1906	800
Gertrude Louisa Stedman	Matron	Church of England	July 3, 1856	" 6, 1906	" 6, 1906	500
†William Coward	Steward and baker	Methodist	June 18, 1855	June 6, 1878	" 1, 1906	900
Sidney J. Truscott	School instr., hospital overseer, warden's cl'k	"	Dec. 31, 1874	Aug. 15, 1906	" 15, 1906	900
Thomas May	Chief watchman	Presbyterian	Aug. 12, 1860	July 23, 1906	July 23, 1906	900
Frank Urquhart	Tailor instructor	Church of England	Oct. 17, 1862	Aug. 1, 1906	Aug. 1, 1906	800
Matthew Joseph Salzl	Shoemaker instructor	Roman Catholic	Mar. 22, 1884	" 15, 1906	" 15, 1906	800
Frank Pope	Carpenter instructor	Church of England	Sept. 18, 1881	July 1, 1907	July 1, 1907	800
John Mann	Brickmaker instructor	Methodist	June 18, 1864	" 10, 1907	" 10, 1907	800
[3]Edgar Cummings	Keeper	"	" 28, 1880	Feb. 1, 1907	" 1, 1907	800
James Roffey	Guard	Presbyterian	Aug. 24, 1876	Jan. 1, 1907	Jan. 1, 1907	700
Jacob Hilgers	Chief watchman	Roman Catholic	July 9, 1875	May 1, 1907	May 1, 1907	750
Joseph J. Schell	Guard	Methodist	" 1, 1873	June 1, 1907	June 1, 1907	700
James C. Stewart	"	Presbyterian	Feb. 15, 1879	July 1, 1907	July 1, 1907	700
James Pollard	"	Methodist	June 12, 1881	Sept. 1, 1907	Sept. 1, 1907	700
Percy M. Oldroyd	"	Church of England	Sept. 12, 1877	" 1, 1907	" 1, 1907	700
George P. Halley	"	Presbyterian	May 10, 1876	Oct. 1, 1907	Oct. 1, 1907	700
Alan H. Elliott	"	Church of England	" 10, 1885	" 1, 1907	" 1, 1907	700

* Formerly assistant superintendent Penetanguishene reformatory.

‡ Transferred from Dorchester penitentiary staff.

† Transferred from Kingston penitentiary staff.

APPENDIX M.

FARM REPORTS

KINGSTON.

STATEMENT of Amount Expended and of Value Received from Farm Produce.

Description.	Quantity.	Rate.	Amount.
Stock on hand March 31, 1907			$ 8,782.07
Purchased 1 gelding			140.00
" vegetable and grain seeds			68.76
" flower seeds, bulbs, etc			24.18
" tools			43.84
" binder twine			18.00
" bran			12.75
" kitchen refuse for piggery			166.79
" coal for threshing			6.57
" coal for hothouse			13.29
" wood			28.38
" lime			1.20
" paris green			8.75
" sulphate of copper			7.50
" manure			5.45
Paid for veterinary services			31.00
" pressing straw			17.19
" threshing			85.00
" weighing hogs			2.10
" stationery, etc			21.56
Repairs vehicles			167.08
" harness			42.17
" tools			13.29
" implements			17.35
" ice tools			6.05
Horse shoeing			54.77
Convict labour supplied by other departments	773	30	231.90
" " farm, piggery and stables	7,818	30	2,345.56
Farm instructor's salary			800.00
" " assistan's salary			700.00
Stable guard's salary (2)			1,200.00

Description.	Quantity.	Rate.	Amount.
Steward—			
Apples ... Bbls.	9	$ 1.86	$ 16.75
" ... Bags	5	.75	3.75
Beans ... Lbs.	3,102	.02¾	85.31
Beets ... Bush.	317 3/10	.40	126.82
Cabbage ... Lbs.	33,572	.014	371.70
Cucumbers ... Doz.	30	.05	1.50
Mangels ... Lbs.	1,500	per C.35	5.25
Onions ... Bush.	181 13/50	.82	148.65
Parsnips ... "	112	.75	84.00
Pork dressed ... Lbs.	3,300	.07½	247.50
Potatoes ... Bush.	854½	.66	570.08
Rhubarb ... Lbs.	1,104	.005	5.52
Tomatoes ... Bush.	114 1/5	.70	80.21
Turnips ... "	181 33/50	.30	54.41
Carrots ... "	172 11/20	.50½	87.22
			$ 1,888.67
Customers—			
Beets ... Bush.	59½	.40	$23.70
Cabbage ... Hds.	63	.05	3.15
Cabbage plants ... Doz.	69	.05	3.45
Carrots ... Bush.	38½	.40	15.30
Hay, clover ... Lbs.	1,450	at 8.00	5.80
Hay, timothy ... Tons	15.1260	10.51½	164.30
Mangels ... Lbs.	700	per C.35	2.45
Onions ... Bush.	109½	.933	102.23
Parsnips ... "	54½	.75	40.87
Pasturage			34.00
Pork ... Lbs.	38,589	.068	2,652.90
Rhubarb plants ... Doz.	2	.07½	.15
Straw, oat ... Tons	34.1640	10.00	348.20
" pressed ... "	39.554	4.58	180.06
Tomatoes green ... Bush.	13	.25	3.24
" plants ... Doz.	36½	.07	2.56
" ripe ... Bush.	8½	.70	5.95
Turnips ... "	16½	.30	4.95

Brought Forward	$15,062.55	Storekeeper, straw for ice house			27.00
		Change room, straw for beds			16.57
		Ornamental grounds, seeds, bulbs, etc			24.18
		" repairs to benches and garden utensils			6.04
		" convict labour Days	557	.30	167.26
		Warden's residence, sand			.37
		Farm improvements, stone			6.00
		" coal			5.94
		" convict labour Days	1,784⅔	.30	535.40
		" horse labour "	250⅔	.70	175.54
		Piggery, cement			1.75
		Convict labour supplied to other departments	2,227¾	.30	668.32
		Horse	2,450¾	.70	1,713.47
		Repairs to ice tools			6.05
Profit for year ending March 31, 1908	2,843.96	Value of stock on hand March 31, 1908			9,070.69
	$ 17,90 .51				$ 17,906.51

J. A. McCAUGHERTY,

Farm Instructor.

ST. VINCENT DE PAUL.

ST. VINCENT DE PAUL, April 2nd., 1908.

To the Warden.

I have the honour to submit to you herewith the annual report of the operations upon the farm for the year ended March 31st., 1908.

I am pleased to say that all crops turned out very good this year, special mention may be made of vegetables. They were as good if not better than any grown in this district. Besides furnishing the institution, a considerable quantity were sold to the officers. The manure purchased has proven a good investment and I am confident that before long we can make this a model farm.

Much attention will have to be given to fencing during the coming year, as our fences are in a bad condition.

The new piggery gave good satisfaction and I hope that the other wing will be continued this year.

I wish to thank you personally for your good advice and kind aid upon all occasions during the year.

T. J. BYRNE,

Farm Instructor.

FARM PRODUCE.

	$ cts.
Institution.	
Pork, 29,862½ lbs. at. 8c	2,389 00
Potatoes, 635 3-4 bags, at .50	317 87
Potatoes, 724¼ bags, at .60	434 52
Turnips, 112 bdls., at .02	2 24
Turnips, 111 4-5 bush., at .25	27 96
Beets, 37 bdls., at .02	74
Beets, 19½ bush., at .25	4 82
Beets, 8 1-3 bush., at .40	3 33
Scallions, 275 bdls., at .02	5 50
Carrots, 386 bdls., .02	7 72
Carrots, 37 11-12 bush., at .25	9 49
Carrots, 35 1-3 bush. at .40	14 13
Onions, 500 bdls., at .02	10 00
Onions, 73 4-5 bush., at .50	36 90
Onions, 19 23-50 bush., at .75	14 59
Cabbage, 3,198 hds., at .02	63 96
Cabbage, 1,400 hds., at .03	42 00
Tomatoes, 212 baskets, .20	42 40
Parsnips, 8 1-6 bush., at .40	3 27
Lettuce, 10 doz., at .10	1 00
Potatoes to bakery, 34 1-8 bags, at .50	17 06
Potatoes to bakery, 56½ bags., at .60	33 90
Straw to ice house, 2 1-10 tons, at $4.70	9 87
Piggery.	
Straw, 29 63-100 tons, at $4.70	139 26
Moulée, 17 7-8 tons, at $20.00	335 95
Turnips, 6 tons, at $4.00	24 00
Mangolds, 7 tons, $4.00	28 00
Oats, 10,700 lbs. at .01	107 00
Barley, 281 2-3 bags, at .80	225 26
Buckwheat, 74 1-6 bags, at .80	59 33
Stables.	
Hay, 80 79-100 tons, $9.00	727 11
Straw, 10 79-100 tons, at $4.70	50 92
Oats, 37,040 lbs., at .01	370 40
Customers.	
Buckwheat, 5 bags, at .83	4 15
Oats, 6 bush., at .47	2 62
Barley, 123 lbs., at .01½	1 46
Paris Green, 3½ lbs.,	1 02
Beets, 2½ bush., at .40	1 00
Beets, 8 bush., at .30	2 40
Turnips, 35½ bush., at .25	8 87
Onions, 6 3-8 bush., at .75	4 78
Onions, 14 bush., at .50	7 00
Carrots, 6½ bush., at .40	2 60
Carrots, 12 bush., at .30	3 60
Parsnips, 15 bush., at .40	6 00
Vegetable Plants	6 50
Pork (heads & feet), 1,251 lbs., at .05	7 60
Horse Labour, 4½ days, at .70	3 15
Boar pigs, 2 at $20.25 & $7.00	27 25
Total Farm produce	$ 5,649 50

GENERAL STATEMENT.

DR.		CR.	
Stock on hand 30th March, 1907	$ 4,003 36	Pork, 29,862½ lbs. at 8c	$ 2,389 00
Farm seeds, implements, pigs, feeding, etc.	1,848 45	Potatoes, 635 3-4 bags at 50c	317 87
Shop work for stables, farm and piggery	487 44	Potatoes, 724¼ bags at 60c	434 55
Convicts' labour; farm, 4,223½ days at 30c	1,267 05	Turnips, 112 bdls. at 2c	2 24
Convicts' labour; stable, 1,315 days, at 30c.	394 50	Turnips, 112½ bush. at 25c	28 13
Convicts' labour; piggery, 1,259½ days, at 30c	377 85	Beets, 37 bdls. at 2c	74
Kitchen refuse to piggery	140 78	Beets, 19½ bush. at 25c	4 82
Macadam stone for farm roads	14 20	Beets, 8 1-3 bush. at 40c	3 33
Grinding grain	42 00	Scallions, 275 bdls. at 2c	5 50
Salt	39 91	Carrots, 386 bdls. at 2c	7 72
Instructor's salary	800 00	Carrots, 37½ bush. at 25c	9 48
Stable guard's salary	600 00	Carrots, 35 1-3 bush. at 40c	14 13
		Onions, 500 bdls. at 2c	10 00
		Onions, 73 4-5 bush. at 50c	36 90
		Onions, 19 23-50 bush. at 75c	14 60
		Cabbages, 3,198 heads at 2c	63 96
		Cabbages, 1,400 heads at 3c	42 00
		Tomatoes, 212 bsks. at 20c	42 40
		Parsnips, 8 1-6 bush. at 40c	3 27
		Lettuce, 10 doz. at 10c	1 00
		Potatoes to bakery, 34 1-8 bags at 50c	17 06
		Potatoes to bakery, 56½ bags, at 60c	33 90
		Straw to ice house, 2 1-10 tons at $4.70	9 87
			$ 3,492 47
		Custom sales, etc	90 00
		Manure to different departments	4 00
		2,418 3-4 days' horse labour to different departments at 70c	1,693 13
		1,924 13-30 days' convicts' labour to different departments at 30c	577 43
		150 lbs. axle grease at 20c	30 00
		80 loads sand to masons at 10c	8 00
		Stock on hand 31st March, 1908	3,143 60
		Balance	976 91
	$10,015 54		$ 10,015 54

T. J. BYRNE,
Farm Instructor.

DORCHESTER.

To the Warden—

I have the honour to submit my report for the year ending March 31st, 1908.

The past season for putting in crops being favourable we were able to get the sowing and planting done in good time and order. Owing to the very wet weather it was not however a good season for the development of crops, or the harvesting of same.

The grain crops were badly broken down with rain storms which prevented them from ripening well and made the land so soft that we had to abandon the use of the reaper entirely, and do the cutting by hand.

The hay was an average crop but damaged some by rain. The root crops were below the average with the exception of potatoes which were fair. The excessive rainy weather during the season necessitated very much more labour adding largely to the expense of harvesting. Four acres of new land have been cleared, ploughed and seeded. We wintered 89 head of cattle and have on hand 99 head.

A. T. HICKS,
Farm Instructor.

STATEMENT OF QUANTITY AND VALUE OF PRODUCTS.

219	tons	English hay at $10.00	$ 2,190 00
60	"	broadleaf hay at $6.00	360 00
3,063	bushels	potatoes at 50c	1,531 50
3,577	"	turnips at 20c	715 40
275	"	mangolds at 25c	68 75
38	"	white carrots at 30c	11 40
233	"	red carrots at 40c	93 20
74	"	red beets at 40c	29 60
47	"	parsnips at 40c	18 80
147	heads	cabbage at 05c	7 35
12	dozen	celery at 25	3 00
2,027	bushels	oats at 60	1,216 20
167	"	barley at 70c	116 90
60	"	buckwheat at 60c	36 00
5,782	quarts	milk to prison and sundry customers	202 28
11,091	pounds	beef sold customers and supplied prison	791 52
1,334	"	beef hides	74 25
3,800½	"	pork sold sundry customers	347 44
8,507	"	pork supplied prison	675 09
79	small pigs	sold sundry customers	229 50
			$ 8,718 18

FARM ACCOUNT.

Dr.		Cr.	
To stock on hand March 31st, 1907	$ 10,635 65	By farm products to prison—	
kitchen refuse to piggery	75 86	potatoes, 59,655 lbs	506 07
drug account	1 20	turnips, 27,213 lbs	98 06
Oats, 890½ bush. at 50c	445 25	carrots, 8,003 lbs	55 28
oats, 303 25-34 bush. at 57c	173 13	parsnips, 1,501 lbs	9 83
seed barley, 13 bush. at $1.10	14 30	beets, 673 lbs	4 81
red clover seed, 250 lbs. at 17½c	43 75	cabbage, 147 heads	7 35
timothy seed, 300 lbs. at 7c	21 00	celery, 2 dozen	50
flower seed	9 70	straw, 3,855 lbs	9 64
fertilizer, 3 tons at $33.00	99 00	beef, 10,660 lbs	758 74
1 pair of horses	460 00	pork, 8,507 lbs	675 09
1 set double team harness	47 00	milk, 4,981 qts	173 09
1 set double team breechings	11 00	By sundry customers—	
1 hay rake	22 00	vegetables	44 14
1 mowing machine	48 00	beef	32 78
15 bags condemned flour	15 00	pork	347 44
blue vitrol, 100 lbs. at 10c	10 00	small pigs, 79	229 50
Paris green, 50-lbs. at 30c	15 00	hides, 1,334 lbs	74 25
sundries from store	187 29	bull services, 31	31 00
harness repairs	39 35	boar services, 6	3 00
blacksmith account	247 84	milk, qts. 801	29 19
carpenters' account	44 97	horses, 1 pair	50 00
Stable and piggery labour, 3,738 days, at 30c. per day	1,121 40	team labour to customers	21 15
farm labour, 3,988 3-4 days at 30c	1,196 63	miscellaneous items	37 51
2 guards' salaries, at $600	1,200 00	By labour to other departments—	
instructor's salary	800 00	convict labour, 1,983 3-4 days at 30c	595 13
		horse labour, 1,903½ at 70c	1,332 45
		ox labour, 415½ days at 35c	145 43
		farm improvements	39 05
		messenger horse, 313 days at 70c	219 10
		seeds for ornamental grounds	9 70
		stock on hand	11,185 12
		Balance	259 92
	$ 16,984 32		$ 16,984 32

A. T. HICKS,
Farm Instructor.

MANITOBA.

STONY MOUNTAIN, Man., April 13th, 1908.

To the Warden—

SIR:—I have the honour to submit the annual farm statement for the year ending March 31st., 1908.

Oats, 3,000 bush; barley, 2,000 bush; potatoes 3,800 bush; turnips, 300 bush; carrots, 100 bush; beets, 40 bush; 100 tons hay; 1,000 heads of cabbage, and other green vegetables which the garden produced.

The season of 1907 was not very favorable for farm crops. Seeding did not begin until the middle of May and remained very dry until the middle of July, then we had a wet season, which lasted well into September. Our potatoes were an excellent crop, yielding over 300 bush. to the acre. Barley and oats were hardly up to the average except one field of 25 acres, which gave over 100 bush. of oats to the acre.

Our stock have all wintered well without any loss, and I am also pleased to state that we have not lost any horses since we examined the well which is now in good condition, being piped to the rock, and filled with clay, which stops any leakage of surface water.

Respectfully submitted,

W. R. GRAHAME,
Farm Instructor.

FARM STATEMENT.

Inventory, April 1st, 1907...		$8,319 80	*By Steward—*		
To Storekeeper—			1,278 3-4 gallon milk at 20c...	$ 255 75	
Horseshoing	$ 12 50		544 lbs. pork at 8½c	46 24	
Farm and garden seeds	355 96		544 lbs. pork at 9c	48 96	
1 ton bran	1800		589 lbs. pork at 8c	47 12	
1 boar pig	15 00		421½ lbs. pork at 7½c	31 62	
threshing 5,207 bush. grain at 3c	156 22		1,976 lbs. pork at 7c	138 32	
6 pairs harvest gloves	1 75		6,858 lbs. beef at 7c	480 06	
1 dozen hay forks	4 80		2,796 lbs. cabbage at ½c	13 98	
wire staples	2 01		1,264 lbs. green vegetables at ½c	6 32	
2 binder whips at $1.00	2 00		178 lbs. onions at 1c	1 78	
1 disc harrow	35 00		78 bush. potatoes at 60c	46 80	
250 lbs. binder twine at 12c	30 00		44½ bush. potatoes at 50c	22 25	
Paris green	8 91		45½ bush. potatoes at 40c	18 20	
Vet. services	25 00		371 bush. potatoes at 30c	111 30	
Repairs to machinery and implements	77 05		55½ bush. turnips at 30c	16 65	
12 cords tamarac wood at $5.40	64 80		102 bush. turnips at 15c	15 30	
		809 99	19½ bush. beets at 30c.	5 78	
			32 bush. carrots at 30c	9 60	
			4 hearts and tongues at 25	1 00	
					$ 1,317 03
To Blacksmith—					
Repairs and horseshoeing	45 36		*By Customers—*		
		45 36	425 gallons milk at 20c	85 00	
			8 bush. potatoes at 75c	6 00	
To Carpenter—			4½ bush. potatoes at 60c	2 70	
Repairs	48 87		35 bush. potatoes at 40c	14 00	
		48 87	707 bush. potatoes at 35c	247 45	
			357¾ bushels potatoes at 30c	107 33	
To Accountant—			106½ bush. harley at 40c	42 60	
Freight and express	37 10		93½ bush. barley at 50c.	46 63	
		37 10	76 bush. oats at 40c	30 40	
			36½ bush. oats at 50c	18 25	
To Steward—			1 bush. beets	30	
Refuse from kitchen	49 23		7 bush. carrots at 30c	2 10	
1 bbl. salt	2 52		13½ bush. turnips at 30c	4 05	
		51 75	2 bush. turnips at 25c	50	
			4,520 lbs. hogs at 7 3-4 c	350 29	
To Shoemaker—			7,100 lbs. hog at 5c	355 00	
Repairs	16 23		123 lbs. beef hides at 3c	3 69	
		16 23	716 lbs. beef hides at 5c	35 80	
			7,290 lbs. hay at 12.00	43 74	
To Engineer—			1,000 lbs. hay at $10.00	5 00	
Repairs, and grinding grain	35 56		6,325 lbs. hay at $6.00	18 98	
		35 56	2,520 lbs. beef at 10c	252 00	
			821 lbs. pork at 10c	82 10	
To Mason—			934 lbs. pork at 9c	84 06	
2 bushels lime.....at 25c	50		162 lbs. pork at 8½c	13 77	
		50	478½ lbs. pork at 8c	38 26	
			180 lbs. pork at 7½c	13 70	
To Convict Labour—			2,198½ lbs. pork at 7c	153 90	
4,110½ days at 30c	1,233 15		585 lb. cabbage at 1c	5 85	
		1,233 15	160 lb. rhubard at ½c	80	
			140 lbs. onions at 1c	1 40	
			Teaming	60 12	
			12 hearts and tongues at 25c	3 00	
			1 stag	12 50	
			9 boar services at 75c	6 75	
			9 bull services at $1.00	9 00	
			Sawing wood	2 00	
			4 days' convict labour at 30c	1 20	
			2 heifers	35 00	
			3 horses condemned	160 00	
					$ 2,355 22
Carried Forward		$ 10,598 31	Carried Forward		$ 3,672 25

FARM STATEMENT.—*Continued.*

Brought Forward		$	Brought Forward		$
			By Carpenter—		
			Cedar posts and wire	20 15	
					20 15
			By Engineer—		
			78 lbs. tallow at 7c	5 46	
			5 lbs. wire at 10c	50	
					5 96
			By Mason—		
			209½ days' team labour at $1.40	293 30	
			239 days' convict labour at at 30c	71 70	
					365 00
			By Storekeeper—		
			610 3-4 days' team labour at $1.40	855 05	
			770½ days' convict labour at 30c	231 15	
			10 loads straw at $1.00	10 00	
			10 cement tiles	16 52	
			180 days' patrol horse at 70c	126 00	
					1,238 72
			By inventory, March 31st, 1908		7,314 78
Farm Instructor's salary		800 00			
Balance profit and loss		1,218 55			
		$ 12,616 86			$ 12,616 86

BRITISH COLUMBIA.

SAPPERTON, March 31st., 1908.

To the Warden—

I have the honour to submit the annual farm statement for the year ending March 31, 1908.

Most of the crops last year were about the average. The potato crop was very good indeed and I think we will have enough to last until our new crop is ready for use.

Owing to the immense amount of new buildings going on here we have been unable to have any new ground cleared and put into crop. A lot of our old ground which we formerly used for the raising of crops, has been utilized for building purposes and it will be necessary before long to have the new ground at the back of our property cleared and prepared for use.

I regret to say that owing to some unknown reason the return of young pigs for last year fell far short of our expectations, necessitating the purchase of fourteen hogs. I am hoping for better success this coming year.

Respectfully submitted,

R. DYNES,

Farm Instructor.

PRODUCTS OF FARM 1907–08.

18	tons hay at $15.00	$ 270 00
60½	" potatoes at $16.00	968 00
25¼	" carrots at $7.50	189 37
5 2-5	" turnips at $6.00	32 40
2 1-20	" beets at $15.00	30 75
3–5	" parsnips at $15.00	9 00
2 1–40	" pease at $30.00	60 75
2 13–20	" oats at 25.00	66 25
571	pounds onions at .01¼	7 14
4,678	" cabbage at .00 3–5	28 07
348	" leeks at .01¼	4 35
81	" rhubarb at .00½	41
165	" lettuce at .00½	82
7,218	" pork at .08½	613 48
437½	gals. milk at .20	87 50
4	cows (sold)	140 00
1	old mare (sold)	25 00
	Total	$ 2,533 29

BRITISH COLUMBIA.

Dr.			Cr.		
To stock on hand March 31, 1907		$ 4,838 15	*By Steward—*		
Oats, 30,090 lbs.	432 43		Potatoes, 51,704 lbs.	413 63	
Bran, 8,398 lbs.	91 98		Pease, 2,982 lbs.	44 74	
Fertilizer, 2,000 lbs.	45 00		Carrots, 3,395 lbs.	13 61	
Blacksmith, general repairs.	136 30		Turnips, 3,470 lbs.	10 41	
Carpenter, general repairs.	154 52		Onions, 495 lbs.	7 44	
Shoe shop, general repairs.	101 48		Cabbage, 4,678 lbs.	28 07	
Seed potatoes	102 50		Beets, 1,869 lbs.	14 02	
Sundry seeds	22 73		Rhubarb, 81 lbs.	41	
Seed oats, timothy, clover and pease	50 00		Parsnips, 2,105 lbs.	15 78	
Manure, 390 loads	195 00		Leeks, 348 lbs.	4 35	
Brewers' grains, 210 loads	105 00		Lettuce, 165 lbs.	82	
Drugs	76		Pork, 7,218 lbs.	613 48	
Professional service	4 00		Milk, 158½ gals.	31 70	
Special compensation for damages caused by accident	26 55				$1,198 46
14 hogs	125 00		*By Hospital—*		
2 (60 gal.) iron kettles	36 00		Milk, 61 gallons	12 20	
Kitchen refuse	49 91				12 20
Labour (convicts') 4,228½ days at 30c	1,268 55		*By Sundry Customers—*		
Sundry supplies	154 51		Milk, 218 gals.	43 60	
		$ 3,102 22	Straw, 200 lbs.	50	
Salary of Farm Instructor		800 00	Hauling	70 23	
			Convicts' labour, 146 days	43 80	
			1 calf	15 43	
			4 cows	140 00	
			1 old horse (condemned)	25 00	
					338 56
			By convict labour to other departments, 935 days	280 50	
			By horse labour to other departments, 1,375½ days	962 85	
					1,243 35
			By stock on hand Mar. 31, 1908.		4,985 85
			By balance		961 95
		$ 8,740 37			$ 8,740 37

APPENDIX N.

YUKON PENITENTIARIES

Dawson, Y. T., 30th., June 1908.

The Honourable
The Minister of Justice,
Ottawa, Ont.

Sir,—I beg to submit herewith my annual report as inspector of penitentiaries in the Yukon territory, for the year ending 30th June, 1908, together with reports from the wardens at Dawson and Whitehorse.

The Royal North West Mounted police guard rooms at these places are used as penitentiaries, and the officers commanding "B" and "H" Divisions, with headquarters at Dawson and Whitehorse respectively, are the wardens, while the n. c. officers and constables of both divisions perform the duties of guards and keepers.

The sanitary conditions of the jails, and the health of the prisoners is under the supervision of the R. N. W. M. police surgeons.

The Yukon has been remarkably free from crime until the past month or two, and the number of prisoners in our charge has been less than ever before.

This spring, however, witnessed an influx of undesirable characters from Juneau, Douglas, Fairbanks and coast cities. The great strike of the Treadwell mines on Douglas Island, which necessitated the sending of United States troops to maintain law and order, resulted in large numbers of Slavonians, Finns, and other foreigners being driven away from that vicinity and hundreds of them came to the Yukon. These men, or at least a great majority of them, have no money, walked in over the trail begging their way, or came down the river in small boats. They cannot speak English and do not understand it. These foreigners succeeded, at first, in obtaining employment with the Yukon Gold Co., but during the past week large numbers of them have been dismissed owing to their not understanding English, and consequently not obeying orders with regard to their work. These men are very improvident, spending all their money for drink or in gambling, so it is hard to say just what will happen during the winter, as hundreds of them are now loafing about without employment.

Then again, the abrupt closing of the dance halls and gambling dens in Fairbanks and other Alaskan towns, by Judge Reid, resulted in the tin horn gamblers, prostitutes and their followers flocking here.

It is a great pity the *Immigration Act* is not enforced in the Yukon. We have had two insane men sent here from the Alaskan side lately, both of whom had to be put under restraint immediately on arrival. One died under treatment, and the other was sent to New Westminster.

Labor agitators, who caused the strike at Fairbanks last year, and were driven out of Alaska after serving a term of imprisonment, have come to Dawson and have already been trying to stir up trouble.

As for prostitutes, dance hall women and gamblers, as already stated they have overrun this place since the moral wave reached some of the Pacific Coast cities, and Alaskan towns. This class realizes they are better off here because they cannot be dealt with as summarily as in the States. When the newly appointed Judge (Reid) reached Valdez, Fairbanks, Eagle and other places in his district he did not waste any time obtaining evidence and prosecuting such people. He closed the dance and gambling halls summarily and gave the frequenters and the prostitutes a certain length of time to get out of town. As a result of this drastic action they fled to the Yukon.

On the 8th instant, a most deliberate murder took place some twelve miles below Selkirk, the victim being an American Swede named David Bergman, and the alleged murderer one Ned Elfors. These two men and a young man named Emil Anderson were enroute to Dawson from Seattle, coming down the Yukon from Whitehorse in a small boat. On the date mentioned, Bergman, at the request of Elfors, went out with him ostensibly to shoot bears. Some hours after the departure of the two men Elfors returned to their camp and requested Anderson to go and assist packing the bear meat to camp. While going to the supposed scene of the killing of the bear, Elfors shot at Anderson, hitting him in the side of right jaw. Anderson turned and grappled with Elfors, threw him down and succeeded in making his escape. He arrived in an almost exhausted condition at Selkirk where he communicated the facts to the police. Elfors was pursued by a constable in a canoe and arrested two days later. Bergman's body was found some days later with five bullet wounds in his head and one in his neck. Elfors has been committed for trial on charges of murder and attempted murder. The coroners jury, at the inquest on Bergman, brought in a verdict to the effect that deceased came to his death by bullet wounds in his head, said wounds being inflicted by Ned Elfors.

A bold hold-up took place at Pennington, between Whitehorse and Skagway, during the past few days, when three masked men held up and robbed a man of some four hundred dollars. No trace of the men perpetrating this crime has been found as yet, and it is surmised they made their way through Skagway to the coast.

I have inspected the Whitehorse penitentiary twice during the past year, and the Dawson penitentiary five times. The convicts had no complaints to make.

There were no sentences to penal servitude during the year; 1 convict was released time expired, 1 released on ticket of leave and 1 was transferred to New Westminster as insane.

There have been no escapes and no attempts to escape. The health has been good and, as a rule, the conduct also.

I have the honour to be, sir,

Your obedient servant,

Z. T. WOOD,

Assistant Commissioner, Commanding R.N.M.W. Police, Yukon Territory
Inspector of Penitentiaries for the Yukon Territory.

DAWSON.

DAWSON, Y. T., July 1st., 1908.

To the Inspector of Penitentiaries,
Yukon Territory, Dawson, Y. T.

SIR,—I have the honour to report as follows concerning the prisoners confined in the Dawson penitentiary during the twelve months ending the 30th, June 1908.

BUILDING.

The R.N.W.M. Police Guard Room is still in use for the keeping of convicts, common jail prisoners and others. The convicts are kept separate as far as possible from the other prisoners.

The building which is of logs has been in use since the founding of the camp and needs constant attention and repairs. It has, however, served our purpose and will do so for some time to come.

CLOTHING.

The clothing which is supplied locally from our stores is of excellent quality of the most suitable kind.

CONDUCT.

The conduct of the prisoners generally has been very good, but few infractions of the rules being brought to my notice.

HEALTH.

One convict, No. 43 D. T. McGoldrick, who was confined for the crime of forgery, became insane and was transferred to New Westminster. One other, Oscar Browne, a lunatic died about four or five days after being confined. Otherwise there have been no serious cases of illness.

INSPECTIONS.

The penitentiary has been inspected by yourself and visited daily by the warden or his officers. Everything has been found in good condition and there have been but few complaints.

RATIONS.

The food supplied to the jail is of the best quality, sufficient in quantity and is prepared in the division mess.

STAFF.

The staff consists of a provost, escorts and night guards who have charge of all prisoners confined.

The escorts are detailed daily from the duty men in the post who are available for these duties.

The night guard consists of three men who are detailed permanently.

The provost is a permanent detail and the position is a very responsible one, requiring tact and qualifications above the ordinary. This duty has been very satisfactorily carried out during the past year by Sergt, Smith.

There are, counting both day and night shifts, 7 men employed—4 by day and 3 by night.

Extra care has to be observed with lunatics who may be in our custody. It takes at times the exclusive services of two men with the assistance of others to manage them.

We have no convicts incarcerated at the present time.

LABOUR.

The convicts and common jail prisoners are kept at varied work in and around barracks. In winter they are busy sawing and splitting wood and keeping the sidewalks clear of snow, while in the summer the grounds and buildings are kept in proper condition.

We have so few prisoners at the present time that it is often a matter of great difficulty in getting the necessary work done.

The reading matter is supplied from the R. N. W. M. Police sources.

I attach hereto a summary of the prisoners in our custody now and during the past year and append a report from Assistant Surgeon Thompson.

I have the honour to be, sir,
Your obedient servant,

R. A. WROUGHTON, Inspr.,
Commanding "B" Division R.N.W.M. Police,
Warden R. N.W.M. Police Penitentiary, Dawson, Y.T.

Dawson, Y.T., June 30th., 1908.

The Officer Commanding,
"B" Division R.N.W.M. Police, Dawson, Y.T.

Sir,—I have the honour to submit my annual report of the sickness in this penitentiary for the year ending, June 30th, 1908.

There was very little sickness throughout the year and nothing of a serious nature excepting the case of Convict No. 43 (McGoldrick) whose mind became unbalanced on July 12th, he gradually became worse and was transferred to Westminster Insane Asylum on September 18th, 1908.

The other cases were of a simple nature. A classified list of cases treated is attached.

I have the honour to be, Sir,
Your obedient servant,

W. E. THOMPSON,
Assistant Surgeon.

Annual Sick Report of Penitentiary at Dawson, Y. T., Year Ending June 30th, 1908.

Disease.	Number of Cases.	Remarks.
Biliousness	2	Recovered.
Colic	1	Recovered.
Congested liver	1	Recovered.
Chafe	1	Recovered.
Insanity	1	Transferred to asylum.
La grippe	1	Recovered.
Sprain	1	Recovered.

W. E. THOMPSON,
Assistant Surgeon.

ROYAL NORTH WEST MOUNTED POLICE JAIL.

Dawson, Y.T. 1st July, 1908.

The Officer Commanding,
"B" Division R.N.W.M. Police, Dawson, Y.T.

Sir,—I have the honour to submit the following statement of penitentiary prisoners confined during the year ending June 30th, 1908:—

Crime and Offence.	Sentence in Years.		Totals.
	3	2	
Theft of gold dust	1	.....	1
Forgery	1	.....	1
Theft from the person	.....	1	1
Totals	2	1	3

The above statement includes 1 time expired, 1 transferred to New Westminster as insane and 1 released on ticket of leave. There are no convicts at the present time.

I have the honour to be, sir,
Your obedient servant,
G. SMITH, Sergt.,
Provost.

ROYAL NORTH WEST MOUNTED POLICE.

Prisoners Confined in Royal North West Mounted Police Jail at Dawson, Y. T., on 1st day of July, 1907; Received During the Year; Released During the Year, and Remaining in Confinement on 30th June, 1908.

Convicts.		
Confined 1st July, 1907	3	
Discharged, time expired	.....	1
Released on license	.....	1
Transferred to New Westminster (insane)	.....	1
Total	3	3

Common Jail and Casuals.		
Confined, 1st July, 1907	6	
Received during the year	128	
Released, time expired		24
" conviction quashed		1
" payment of fine or suspended sentence		45
" on bail		33
" on their own recognizances		6
Discharged at Court		15
Extradited to Alaska		1
Interdicted		1
In confinement 30th June, 1908		8
Total	134	134

Insane.		
Received during year	8	
Transferred to New Westminster		7
Died after committal		1
Total	8	8

RECAPITULATION.

	Confined.	Discharged, etc.	In Custody.
Convicts	3	3	
Common jail and casuals	134	126	8
Insane	8	8	
Total	145	137	8

Crime.—(Convicts.)	Number.
Theft of gold dust	1
Forgery	1
Theft from person	1
Total	3

Crime.—(Common Jail.)	Number.
Theft from the person	2
Assault	5
Resisting arrest	2
Theft	11
Drunk and disorderly	5
Drunk, Indian Act	5
Contempt of Court	1
Total	31

Committed for Trial.	
Murder	1
Attempted murder	1
Total	2

DURATION OF SENTENCE.

Convicts.		Common Jail.	
3 years P. S.	2	1 year H. L.	1
2 years P. S.	1	6 months H. L.	6
		4 months H. L.	1
Total	3	3 months H. L.	5
		2 months H. L.	3
		1 month H. L.	6
		50 days H. L.	1
		30 days H. L.	3
Committed for trial	2	15 days H. L.	4
		10 days H. L.	1
		Total	31

RECAPITULATION.

Convicts	3
Common jail	31
Committed for trial	2
Total	36

NATIONALITY.

Convicts.	Insane.	Common Jail.
Austrian 1	—	—
American 1	3	8
Canadian 1	1	3
Scotch —	1	3
Irish —	1	1
French —	—	1
Dalmatian —	—	1
German —	1	2
Norwegian —	1	2
Indian —	—	8
Italian —	—	2
Totals 3	8	31

Russian Finn, (committed for trial)....2.

RETURN of Convicts confiend in the R. N. W. M. P. Jail at

Date Received.	Name.	Crime.	Sentence.	Date of Sentence	By Whom Sentenced.
1905.				1905	
July 12..	Krastel, Joseph.....	Theft of gold dust.....	3 years P. S....	July 13	Judge Craig.
1906				1906	
Sept. 7..	McGoldvick, D. T...	Forgery.....	3 years P. S...	Sept. 7	Judge Macaulay.
1907				1907	
March 15..	McDonald, Walter..	Theft from the person.....	2 years P. S....	March 15	Judge Macaulay.

CREED.

CONVICTS.	INSANE.	COMMON JAIL.
Roman Catholic.... 2	2	9
Protestant..... 1	—	—
Episcopal..... —	—	1
Congregational..... —	—	1
Presbyterian..... —	1	2
Wesleyan..... —	—	4
Lutheran..... —	1	4
Methodist..... —	1	2
Pagan..... —	—	8
Unknown..... —	3	—
—	—	—
Totals..... 3	8	31

Roman Catholic (committed for trial)....2.

MORAL HABITS.

CONVICTS.	INSANE.	COMMON JAIL.
Temperate..... 3	8	27
Intemperate.....		4
—	—	—
Totals..... 3	8	31

Temperate (committed for trial)....2.

Dawson, Y. T., during the year ending the 30th June, 1908.

Read or Write or Both.	Nationality.	Intemperate.	Moderate.	Temperate.	Creed.	Occupation.	Remarks.
Both in German.... Reads English.....	Austrian.....	....	Yes	.....	Roman Catholic	Coal miner...	13th January, 1908; discharged, time expired.
Both.....	American....	....	Yes	.....	Roman Catholic	Attorney.....	18th Sept., 1907; transferred to New Westminster, B. C., as insane.
Both.....	Canadian....	....	Yes	.....	Protestant.....	Labourer....	9th May, 1908; released on license.

CIVIL STATE.

Convicts.	Insane.	Common Jail.
Married.. 2	 1	 5
Single..... 1	 7	 24
Widowers.....	.....	 2
Totals..... 3	 8	 31

Single, (committed for trial)....2.

SEX.

Convicts.	Insane.	Common Jail.
Male..... 3	 7	 28
Female.....	 1	 3
Totals..... 3	 8	 31

Male (committed for trial) ....2.

ETHNOLOGY.

Convicts.	Insane.	Common Jail.
White..... 3	 7	 23
Indian...	.....	 3
Coloured.....	 1	.....
Totals..... 3	 8	 31

White (committed for trial)... 2.

WHITE HORSE.

WHITE HORSE, June 30th., 1908.

To the Inspector of Penitentiaries,
Dawson, Y.T.

SIR,—I have the honour to submit this, my annual report as warden of the White Horse penitentiary and common jail, for the year ending June 30th., 1908.

The R.N.W.M.P. guard room at this post is used for the purpose of a penitentiary and also as a common jail.

The accommodation is poor,there being no adequate separate places of confinment. Penitentiary prisoners, common jail prisoners and prisoners awaiting trial, all being confined in the same compartments.

The accommodation for female prisoners is very poor indeed, there being a portion partitioned off by rough lumber, which in no way gives the desired privacy.

The sanitary condition is as good as constant care can make them.

We have received no penitentiary prisoners during the year, the longest term awarded being twelve months H.L., in a case of theft.

The population of this district is about the same as last year, but the prospects are, that there will be a great increase when the railroad spur line to the adjacent copper mines is completed, and when the said mines are working. In this event, our present accommodation will be very inadequate.

All clothing was supplied from our own stores, and the provisions were of good quality, the quantity issued being according to regulations.

The conduct of the prisoners during the year, was good, no serious breaches of discipline having occurred.

The health of the prisoners has been good, any treatment administered being surgical.

Staff Sergt. Evans, carried out his duties of provost in a most efficient manner, assisted by escorts during the day, and the n.c.o. or constable in charge of the guard, during the night.

The penitentiary was inspected by an officer and surgeon daily, and weekly by the officer commanding, as warden, upon all of which occasions the prisoners were asked if they had any complaints.

I attach hereto the usual statistics required.

I have the honour to be, sir,
Your obedient servant,

A. G. SNYDER, Supt.,
Commanding "H" Division,
Warden White Horse Penitentiary.

Prisoners confined in the R.N.W.M. Police, White Horse guard room on 1st July 1907, received during the year, released during the year, and remaining. 30th. June, 1908.

On hand 1st. July, 1907	3
Received during the year	69
Total	72
Discharged by payment of fine or suspended sentence	62
Expiration of sentence	7
Total	69
Remaining on hand 30th. June, 1908	3

DURATION OF SENTENCE.

1 year hard labour	3
7 months ha d labour	1
6 months hard labour	1
2 months hard labour	2
30 days hard labour	3
Total	10

NATIONALITY.

English	1
Canadian	2
American	1
Irish	2
Indian	3
Swedish	1
Total	10

CRIME.

Theft	2
Drunk	3
Fraud	1
Assault	1
Supplying liquor to Indians	2
Pointing fire arms	1
Total	10

CREED.

Protestant	6
Roman Catholic	3
Pagan	1
Total	10

MORAL HABITS.

Temperate	8
Intemperate	2
Total	10

CIVIL STATE.

Single	9
Married	1
Total	10

ETHNOLOGY.

White	7
Indian	3
Total	10

REPORT

OF

THE MILITIA COUNCIL

FOR THE

DOMINION OF CANADA

FOR THE

FISCAL YEAR ENDING MARCH 31

1908

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1909

[No. 35—1909.] H.Q. 650-5-7

To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Knight Grand Cross of the Royal Victorian Order, &c., &c., Governor-General and Commander in-Chief of the Dominion of Canada.

May it Please Your Excellency:

The undersigned has the honour to present to Your Excellency the Report of the Militia Council for the fiscal year ending March 31, 1908.

Respectfully submitted,

F. W. BORDEN,
Minister of Militia and Defence.

Department of Militia and Defence,
Ottawa, January 10, 1909.

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ANNUAL REPORT

OF

THE MILITIA COUNCIL

YEAR ENDING MARCH 31, 1908.

1. The present report which covers the period of the fiscal year 1907-8, comprises the usual annual resumé of the work of the militia, with the exception of the annual training performed during the period under review. The results of that training and the remarks of the Militia Council thereon were published a few months ago in the form of an interim report, which is appended hereto for purposes of reference, (Appendix E.)

IMPERIAL CONFERENCE.

2. Matters of great importance affecting the military policy of the Dominion were discussed at the Imperial conference held in London in the spring of 1907. The minutes of the proceedings have been published, as well as the papers which were laid before the conference.

3. Four of these papers were proposed by the Army Council for discussion. They were documents of exceptional interest, and dealt with military defence under the following headings:—

(*a*) The strategical conditions of the Empire from the military point of view;

(*b*) The possibility of assimilating war organization throughout the Empire;

(*c*) Patterns and provisions of equipment and stores for colonial forces;

(*d*) The desirability that the colonial governments should give their orders for ordnance stores, particularly arms and ammunition, through the War Office.

4. It may here be recorded that the following resolution was passed, unanimously:—

'That this conference welcomes and cordially approves the exposition of the general principles embodied in the statement of the Secretary of State for War, and, without wishing to commit any of the governments represented, recognizes and affirms the need of developing for the service of the Empire a general staff, selected from the forces of the Empire as a whole, which shall study military science in all its branches, shall collect and disseminate to the various governments military information and intelligence, shall undertake the preparation of schemes of defence on a common principle, and, without in the least interfering in questions connected with command and administration, shall, at the request of their respective governments, advise as to the training, education, and war organization of the military forces of the Crown in every part of the Empire.'

5. The Chief of the General Staff was in attendance on the Honourable the Minister, and at informal meetings held at the War office it was found possible to discuss and determine questions which had long been outstanding.

MILITARY POLICY.

6. In Canada, during the period under review, no important changes in military policy were inaugurated.

7. The organization of Military District No. 13 was carried into effect, Lieut.-Colonel and Honorary Colonel S. B. Steele, C.B., M.V.O., being appointed to the command.

8. In the several commands and districts the principle of decentralization was extended to the administration of engineer services.

9. In furtherance of the policy of the interchange of officers between the mother country and the overseas dominions, the command of the 5th Infantry Brigade at Aldershot, England, was offered by the Army Council to Brigadier-General W. D. Otter, C.V.O., C.B. His services, however, were required in Canada, and the offer, though much appreciated, had to be declined.

10. Under the agreement entered into with the governments of India and Australia, for an interchange of officers, the following changes occurred:—Lieut.-Colonel O. B. F. S. Shore, D.S.O., Indian army, was permitted to remain in Canada for a second year, his place in India being taken by Lieut. W. H. P. Elkins, Royal Canadian Artillery; and Capt. J. H. Elmsley, Royal Canadian Dragoons, who had been attached to the Indian army for one year, returned to duty with his regiment.

Lieut. J. H. MacBrien, Royal Canadian Dragoons, proceeded to Australia to be attached to the Australian permanent forces, Lieut. O. K. Griffiths, Royal Australian Artillery, taking his place in Canada; and Lieut. E. E. Clairmonte, Royal Canadian Artillery, returned from Australia.

MOBILIZATION AND DEFENCE.

11. Advantage was taken of the visit of the 1st cruiser squadron to Halifax, N.S., to obtain expert naval opinion regarding certain matters connected with the defence of that fortress, and thanks are due to Captain Sir Robert Arbuthnot, Bart., M.V.O., H.M.S. *Hampshire,* for a very valuable report drawn up under his direction.

12. Questions connected with the military situation both at home and abroad were carefully studied; the general scheme of defence was, in part, amended; and the allotment of units to field forces and garrisons revised and brought up to date.

13. Special attention was directed to mobilization, the process by which an armed force passes from a peace to a war footing. The problem to solve is how to prepare for the field, at short notice, a first line of about 100,000 men, and how, concurrently, to raise, train and equip a second line of the same or similar strength. Many difficulties have yet to be surmounted before a satisfactory solution can be reached.

14. The militia, for example, has just entered upon a period of re-armament, which, because it is a period of weakness, should be traversed with the utmost speed. On the other hand, the cost of re-armament is considerable and it must be distributed over a length of time. These conflicting conditions cannot be avoided.

15. Again, the first line is defective in composition, in that it does not include a due proportion of combatant units and subsidiary services, and it is weak both in artillery and in engineers. These defects cannot at once be remedied, but the knowledge of their existence is being borne in mind in determining future policy.

16. But perhaps the most pressing of present requirements is the provision of the additional equipment which would be required by first line troops on receipt of an order to mobilize; and this 'mobilization equipment,' as it is termed, needs not only to be provided, but, also, to be decentralized.

17. Steps are being taken in the required direction, but delay is unavoidable. Meanwhile it would be wrong to conceal the fact that the progress of mobilization would be hampered by difficulties connected with the issue of equipment, and,

though time might be a consideration of vital importance, a long interval would elapse before even first line troops could turn out fully equipped for service in the field.

18. Moreover the nation's military responsibilities are growing; their growth cannot be arrested. Owing to the astonishing developments which have taken place in the four western provinces, something better than a system of isolated organizations is becoming more and more necessary, and with a view to increasing the militia forces in that section, the policy outlined in a memorandum prepared by the military members of the Militia Council, in 1905, and laid before Parliament in the session of that year, has been carefully followed, though for financial and other reasons expansion has been slower than was anticipated.

19. In short a great deal remains to be done, more than it is possible to do at present. But, though progress has not been so fast as may appear desirable from a purely military point of view, it has nevertheless been steady, consistent and continuous.

INTELLIGENCE.

20. Intelligence obtained from ordinary sources was supplemented by useful reports received from time to time from the officers of the Corps of Guides, whose work, during the year, was very satisfactory.

21. The information received was indexed; an intelligence diary was issued monthly; and the usual return of the naval and military resources of the Dominion were forwarded for the information of the Committee of Imperial Defence.

22. Special efforts were made to ascertain the manufacturing capabilities of Canada in respect to those articles which would be required for the use and up-keep of an army in the field, not only for the purposes of the Dominion, but with a view to acquainting the Imperial authorities with the material resources upon which the Empire might reckon in the event of a great war.

SURVEY DIVISION.

23. In the field, the work of the Survey Division during the year consisted of topography, the running of transit and level lines, and triangulation. The work of compilation and reduction was carried out in the office.

24. Around Toronto and Montreal the topography of 4,100 square miles of country was completed. It was executed, under the direction of a Staff lieutenant, by two permanent employees and seven non-commissioned officers and men borrowed for the purpose from the Royal Engineers. A cadet from the Royal Military College was also employed from the time the College closed for the summer vacation.

25. One hundred and seventy miles of transit lines were run, which completed the preliminary work necessary in the belt of country between Hamilton and Detroit. This area is now ready to be topographically surveyed at any time.

26. During the year there were 3,182 miles of level lines run in connection with the topography, and the triangulation party at work in the Eastern Townships carried triangulation from Montreal to Sherbrooke.

27. Nine new sheets of the regular series of maps were finished, and three other lithographed.

28. In addition to the regular work of compilation and reduction, a great many manœuvre maps, tracings and blue prints were turned out for various purposes.

MUSKETRY.

29. During the year an increased interest in musketry was generally observed. The officers and men better realized that an adequate knowledge of the rifle was as essential to efficiency, as any other branch of training, if not more so.

30. The free issue of sub-target rifle machines to rifle associations and cadet corps was authorized and issues were made. These machines were also extensively used by the militia generally, and appreciation of them was more marked. Recruits, who were unable to hit the target at 100 yards, were, after a short practice with these machines, able to make creditable scores at much longer ranges.

31. Company armouries, where instructions can be carried on with sub-target rifle machines and gallery ammunition before the men go to camp, are urgently needed.

32. Regulations requiring a minimum standard of efficiency in musketry, before men could draw efficiency pay, were promulgated in March, 1907, and the result was eminently satisfactory from a training point of view. All possible facilities for acquiring knowledge of the rifle and of aiming were supplied, including, in most cases, a sufficient number of qualified instructors. Where men failed to qualify, the fault was to be largely attributed to the carelessness of their own officers and themselves.

33. The employment of men from the Permanent Force as markers and register keepers quite justified the expenditure. In many cases these men, while acting as register keepers, were also most useful instructors.

34. More systematic preliminary musketry instruction in camps of training was carried out than heretofore. This was done without material increase of expenditure and it is believed that greater efficiency has been secured, although it cannot be said that the musketry training is yet entirely satisfactory. A number of units authorized to train at local headquarters practically did no musketry owing to lack of range facilities.

RIFLE ASSOCIATIONS.

35. Rifle associations largely increased in membership, the numbers and membership being as follows:—

	Number.	Membership.
Military Rifle Associations	130	14,870
Civilian Rifle Associations	367	22,718
	497	37,588

36. The above figures show an increase of eighty military associations and twenty-three civilian, and in members, of 3,584.

37. These associations were carefully inspected and on the whole, are doing good work.

SIGNALLING.

INSTRUCTION.

38. The garrison signalling classes were well attended and showed good results. 247 officers, non-commissioned officers and men were granted certificates. This number is far in excess of any previous year.

39. As a result of the practical instruction given at Petawawa, the Permanent Force signallers showed more confidence and initiative at the annual inspection. Still there is considerable room for improvement, and this can only be brought about by the interest exercised by the officers commanding the units, who are responsible for proficiency in this as in any other military duty.

SIGNALLING CORPS.

40. The new Signalling Establishments, authorized by General Order No. 58, 1907, had the effect of giving greater permanency and efficiency to the signalling sections, and are a great improvement upon the old method of drawing from com-

panies. Since their authorization, 20 officers have been appointed Signalling Lieutenants, and by the end of the year 1909, every unit throughout the Dominion should be organized and equipped.

41. All officers of the Signalling Corps, with one exception, are qualified, and the majority of the non-commissioned officers and men of the district sections hold certificates; this is very satisfactory. The high standard of efficiency attained by this corps and the valuable work done by the members in training the militia at the camps of instruction, clearly show that volunteer troops, imbued with the right spirit, may attain a standard in technical and scientific work that would be a credit to permanent troops.

EFFICIENCY.

Permanent Force.

42. As regards the general efficiency in signalling of the several units of the Permanent Force, the Royal Canadian Mounted Rifles; 'A' Battery, Royal Canadian Horse Artillery; No. 3 Company, Royal Canadian Garrison Artillery, and 'I' Company, Royal Canadian Regiment, took first place in their respective arms.

Artillery.

43. The marks allowed for signalling in the General Efficiency Competition proved a great incentive for a keen and healthy competition in signalling among artillery units. No. 3 Battery, 2nd Regiment, Canadian Artillery, Montreal, stood first; 13th Field Battery, Canadian Artillery, Winnipeg, Man., second, and No. 1 Company, 3rd Regiment, Canadian Artillery, St. John, N.B., third.

Signalling Corps.

44. No. 3 Section, Kingston, Ont., stood first in the district sections, with No. 12, Charlottetown, second, and No. 8 at St. John, N.B., third.

City and Rural Corps.

45. The 77th Wentworth Regiment (a rural corps) headed the list again, the 8th Regiment "Royal Rifles" being second, and the 66th Regiment "Princess Louise Fusiliers," third.

46. The rural corps generally showed considerable improvement over previous years, and, at the several camps, the following corps were first and second, respectively, in the order named:—

Niagara, Ont.: 77th Wentworth Regiment; 25th Regiment.

Kingston, Ont.: 5th "Princess Louise Dragoon Guards"; 47th Frontenac Regiment.

Granby, P.Q.: 7th Hussars; 13th Scottish Light Dragoons.

Three Rivers, P.Q.: 64th Chateauguay and Beauharnois Regiment; 80th Nicolet Regiment.

London, Ont.: 30th Regiment "Wellington Rifles"; 26th Regiment "Middlesex Light Infantry."

Levis, P.Q.: 92nd Dorchester Regiment; 61st Regiment de Montmagny.

Sussex, N.B.: 74th Regiment "The Brunswick Rangers"; 67th Regiment "Carleton Light Infantry."

Brighton, P.E.I.: 82nd "Abegweit Light Infantry" Regiment.

Aldershot, N.S.: 78th Colchester, Hants and Pictou Regiment "Highlanders"; 69th Annapolis Regiment.

Petawawa, Ont.: 56th Grenville Regiment "Lisgar Rifles"; 42nd Lanark and Renfrew Regiment.

CADET CORPS.

47. The signalling section of the Mount St. Louis Cadets, Montreal, deserves special mention. St. Andrews' Highland Cadets, Kingston, are organizing and two members are in possession of certificates.

PERMANENT FORCE.

GENERALLY.

48. The several units of the Permanent Force were in a generally efficient condition in so far as administration was concerned, while in the matter of strength they were well up to the establishment allowed.

49. The Royal Schools of Instruction were, as a rule, well attended, and the syllabus prescribed efficiently carried out.

50. Unfortunately, there appears a tendency on the part of officers attending these courses to cut as short as possible the periods of instruction, and to resort, where possible, to provisional schools at local headquarters. This is to be greatly regretted, as practice in their duties is absolutely necessary to give an officer experience and fitness for military duty.

51. The organization of a permanent unit as a Royal School of Instruction in Military District No. 13 has been decided upon and will be carried into effect as soon as financial conditions permit.

52. The discipline of the Permanent Force, as a whole, was satisfactory; the crime of desertion and other offences, generally, very materially decreased during the twelve months under review.

53. Confidential reports similar to those submitted on all officers of the British army are now made annually upon officers of the Permanent Force, in addition to more searching reports upon all young officers on the conclusion of their first, second and third years of service. These reports, inasmuch as any adverse comment has to be communicated personally to the officer reported upon, serve a useful purpose, by making the officers aware of their shortcomings and thereby affording them opportunity for improvement.

ORDNANCE STORE CORPS.

54. The Director of Clothing and Equipment in addition to his duties as such was appointed, in December, 1907, to act as Principal Ordnance Officer, in view of the fact that as the estimates for artillery, engineer, and other technical stores are made by different branches of the Department, it is advisable that special instructions for the care and issue of such stores by the Canadian Ordnance Corps should pass through the hands of one officer at Headquarters.

55. The officers and men of the Corps are, generally speaking, deficient in their knowledge of the proper working of an Ordnance Depôt; but since the publication of Militia Order No. 16 of January, 1908, decentralizing to some extent the ordnance work, officers and men alike are steadily improving in their work, and when the regulations for equipment, &c., which are now being compiled, are issued, the rate of progress should be considerably increased. It must be pointed out, however, that a perfectly organized Ordnance Corps is a matter of slow growth; for example, in the case of the Imperial Army Ordnance Department, it is laid down that an officer must have four years' service on joining, and then he is kept seven years on probation before final approval for his transfer is given.

PERMANENT ARMY SERVICE CORPS.

56. The work of the various permanent detachments was well kept up. With increased knowledge their usefulness is steadily growing.

ESQUIMALT GARRISON.

57. The Esquimalt garrison carried out their duties in an excellent manner considering the small establishment of the units at that station.

ESTABLISHMENTS AND RECRUITING.

58. During the year ending March 31, 1908, 24 officers were appointed to the several branches of the Permanent Force, as follows:—

Cavalry	3
Artillery	3
Engineers	2
Infantry	5
Canadian Permanent Army Service Corps	3
Permanent Army Medical Corps	2
Canadian Ordnance Corps	5
Canadian Army Pay Corps	1

59. The establishments of the several units of the Permanent Force were promulgated in August, 1907.

60. The establishment of the units of the Permanent Force stationed at Halifax, though large enough to provide efficiently for the defence of that fortress, is still considerably below what it was when the Imperial troops formed the garrison. This reduction in numbers was made feasible by the fact that the Canadian garrison was, so to speak, at home on its own soil, and could, therefore, more efficiently train and utilize the local corps of the Active Militia to reinforce it at short notice than could the Imperial troops.

61. While, therefore, the reduction in numbers was both right on the ground of public economy and justifiable as regards the efficient maintenance of the fortress, it makes it absolutely necessary that the units of the Permanent Force stationed at Halifax should at all times be kept up to their full establishment, for the troops have to carry out nearly the same number of duties as had their predecessors. These duties are sufficient to occupy the full time of the troops in garrison when complete in numbers, and any falling off in strength imposes a severe strain on those remaining. Similar reasoning applies, with even increased force, to Esquimalt.

62. It is, therefore, absolutely necessary to maintain the full present establishment of the Permanent Force allotted to garrison duty. Any reduction in this must mean that, unless Canada is to fail in her engagement to the rest of the Empire to maintain the fortress committed to her charge in a state of efficiency—which is not to be thought of—the reduction can only be made good by withdrawing officers and men from the establishments at present authorized for schools of instruction.

63. It must always be borne in mind that the primary object of the existence of the Permanent Force is the instruction of the Active Militia. Yet it has never been possible, out of the money voted by Parliament, to maintain the schools of instruction at a sufficient strength to give proper teaching to the officers and men of the Active Militia. For example, it is evidently impracticable with an establishment at an infantry school of 80 all ranks or at a cavalry school of 90 all ranks to teach satisfactorily a field officer of the Active Militia how to train and manœuvre a battalion or regiment of over 400 strong in peace, which, in war, would be at least 50 per cent stronger still. Hardly anything satisfactory, even in the direction of skeleton training can be performed under present conditions. If, therefore, in order to maintain the garrison at Halifax in an efficient condition, in accordance with our pledge to the Imperial authorities, it is necessary to draw more troops from the units which form schools of instruction, it can only result in the latter being nearly squeezed out of existence. They cannot then be anything but inefficient.

64. It is clear that the garrisons at our fortresses must be maintained. It is likewise clear that, for the proper administration of the militia as a whole, and in order to enable it to take the field, when required, the present departmental corps, which cost about one-third of the whole amount spent on the Permanent Force, must also be maintained. These exist for the use and benefit of the militia generally, to provide for its wants in food, supplies, transport, medical care, and munitions of war when it goes on service, and must be kept up whether a combatant permanent force for purposes of instruction is retained or not, as they are essential to the organization of an armed force.

65. It being impossible either to reduce the garrisons at Halifax, Quebec and Esquimalt, or to cut down the departmental corps, the only means to enable the Permanent Force to carry out satisfactorily its primary duty of instructing the militia is to increase the establishments, so that a company of infantry can be at its proper strength of at least 100 men, a squadron of cavalry muster 120 men, and a battery of artillery have not less than 140 men.

66. The present establishment of each horse artillery battery is but 113; that of each squadron of cavalry or mounted rifles, 90 men; and of a company of infantry, 80 men. It is really remarkable how units of so low an establishment, many of them isolated, can carry on their duties at all. Yet it is expected by the public that they should be kept in such a state of efficiency and training that they can be got together at a moment's notice, whether in support of the civil power, for a ceremony such as the Tercentenary Celebration at Quebec, or for higher field training, as at Petawawa, without falling too far below the standard set by the regular troops of the Empire, who have the advantage in every respect.

67. The Militia Council feel that, if these facts were but properly understood by Parliament, the objections often raised to any increase of expenditure on the Permanent Force would largely disappear.

STATE.

68. The following return shows the state of the Permanent Force on March 31, 1908:—

State of Permanent Force, March 31, 1908.

Name of Corps.	Warrant Officers.		Strength on March 31, 1907.	Strength on March 31, 1908.	Become Non-Effective.							Enrolled.					Composition of Present Contingent as to Length of Service in Permanent Force.				Serving, with previous Service in Regular Forces.	Total Warrant Officers N.C.O. and Men Effective.	
	Effective on March 31, 1907.	Effective on March 31, 1908.			Discharged by Purchase.	Discharged—Unsuitable.	Discharged—Invalided.	Discharged—Time Expired.	Deserted.	Dead.	Transferred.	Total.	Enlisted.	Re-Enlisted.	Transferred.	Returned from Desertion.	Total.	Under 1 Year.	1 to 2 Years.	2 to 3 Years.	Over 3 Years.		On March 31, 1907.	On March 31, 1908.
Royal Canadian Dragoons	2	2	172	224	17	20	1	8	57	....	....	103	130	4	12	9	155	101	56	28	39	30	174	226
Royal Canadian Mounted Rifles	1	1	82	106	33	7	6	6	27	1	1	81	101	1	....	3	105	64	21	12	9	7	83	107
Royal Canadian Horse Artillery—1 N.C.O. and 1 Warrant Officer on loan from Imperial Army	3	3	264	271	14	13	1	18	66	....	1	113	88	7	8	17	120	92	52	49	78	29	267	274
Royal Canadian Garrison Artillery—3 N.C.O's. on loan included	3	8	683	644	73	21	2	27	88	4	17	232	161	18	4	10	193	146	230	181	87	363	686	652
Royal Canadian Engineers	5	8	218	221	22	5	1	6	15	1	...	50	48	3	....	2	53	46	57	114	4	108	223	229
Royal Canadian Regiment—2 Warrant Officers and 1 N.C.O. on loan are included	10	9	935	1,004	72	30	15	64	128	9	2	320	343	9	2	35	389	283	291	250	179	265	945	1,013
Canadian Permanent Army Service Corps	1	3	92	105	7	4	1	4	13	....	..	29	34	3	..	5	42	37	21	40	7	23	93	108
Permanent Army Medical Corps	1	1	75	71	17	2	1	5	7	....	....	32	21	3	....	4	28	20	13	19	19	19	76	72
Canadian Ordnance Corps	19	21	107	132	6	1	..	5	2	1	1	16	39	....	1	1	41	39	37	28	28	44	126	153
Canadian Army Pay Corps	1	2	13	15	....	1	....	....	2	....	2	5	3	...	4	....	7	3	6	....	6	4	14	17
Corps Military Staff Clerks	1	5	27	27	2	2	....	...	....	...	5	9	6	1	2	....	9	6	5	6	10	11	28	32
Corps of Guides	1	1	.....	..	....	....	....	....	....	....	....	....	...	....	....	....	....	....	..	....	....	....	1	1
Totals	48	64	2,668	2,820	263	106	28	143	405	16	29	990	974	49	33	86	1,142	837	789	727	466	903	2,716	2,884
Civilians employed in semi-military capacity	....	.....	.....	.....	....	....	....	....	....	....	....	....	....	....	....	...	....	....	....	...	....	....	98	84

ACTIVE MILITIA (OTHER THAN THE PERMANENT FORCE).

ESTABLISHMENTS.

69. The establishments for the Active Militia, other than the Permanent Force, were authorized early in April, 1907, and during the year the following changes took place:—

Cavalry—

Three squadrons were organized in Oxford county.

One additional squadron was added to the 12th Manitoba Dragoons, with headquarters at Reston, Manitoba.

The 18th Mounted Rifles (4 squadrons) was organized, with one squadron already authorized as a nucleus.

The Saskatchewan Light Horse (2 squadrons) was organized, with headquarters at Saskatoon, Sask., and Lloydminster, Sask.

Three independent squadrons of the Canadian Mounted Rifles were organized, with headquarters at Estevan, Man., Carnduff, Man., and Carlyle, Man.

A, B, C and E Squadrons of the Canadian Mounted Rifles were organized as the 19th Alberta Mounted Rifles.

Artillery—

The 25th Battery Canadian Field Artillery was organized at Lethbridge.

Infantry—

The 22nd Regiment at Woodstock, Ontario, was re-organized as a four company regiment (city corps).

Medical Services—

The III, VI and XIII Field Ambulances were organized as Cavalry Ambulances.

ORGANIZATION.

70. The provision of permanent regimental adjutants and sergeants-major to assist in the administration of the larger units of the Active Militia, in consequence of the increased duties falling upon commanding officers, is under consideration.

STAFF.

71. The following changes in the Headquarters, Command and District Staffs took place during the period covered by this report:—

Headquarters—

Brigadier-General Lord Aylmer, Inspector-General, was retired on a pension. Colonel B. H. Vidal, Adjutant-General, was appointed in his stead, and it is with great regret that the Militia Council have to record the death of that officer in March, 1908, a few months after he had taken up his new duties. His death is a serious loss to the Militia.

Colonel F. L. Lessard, C.B., A.D.C., was appointed Adjutant-General *vice* Colonel B. H. Vidal.

Major G. S. Maunsel, Royal Canadian Engineers, Assistant Director of Engineer Services was appointed Director of Engineer Services to replace Lieutenant-Colonel Paul Weatherbe, appointed to the command of the Royal Canadian Engineers at Halifax; Captain P. H. French, Royal Engineers, being appointed Assistant Director in his stead. Upon the latter officer vacating the position of Assistant Director in March, 1908, on completing his period of service with the Canadian forces, Captain M. St. L. Simon, Royal Canadian Engineers, was appointed to fill the vacancy, for a period of two years.

Major H. C. Thacker, Royal Canadian Artillery, was appointed Director of Artillery *vice* Colonel R. W. Rutherford, Royal Canadian Artillery, upon the latter officer's appointment to the command of the Royal School of Artillery and as Inspector of Artillery, *vice* Colonel J. F. Wilson who was retired on a pension.

Major D. I. V. Eaton, Royal Canadian Artillery, vacated the appointment of Assistant Director of Operations and Staff Duties, and was appointed to the vacant position of Director of Training; his former position being left vacant.

Major C. F. Winter, Governor General's Foot Guards and of the Civil Staff of the Chief of the General Staff, was appointed Deputy Assistant Adjutant-General.

Lieutenant-Colonels J. B. Donaldson, Director of Clothing and Equipment, and V.B. Rivers, specially employed, and Brevet Lieutenant-Colonel R. Cartwright, C.M.G., Assistant Adjutant-General for Musketry, were retired on a pension.

Lieutenant-Colonel R. K. Scott, D.S.O., A.O.D., on loan from the Imperial Government for a period of two years, was appointed Director of Clothing and Equipment *vice* Lieutenant-Colonel J. B. Donaldson, and also Principal Ordnance Officer.

Honorary Captain W. Hallick, A.O.D., on loan from the Imperial Government, was appointed Commissary of Ordnance for duty at Headquarters.

Western Ontario Command—

Captain W. B. Lindsay, Royal Canadian Engineers, was detailed to perform the duties of Command Engineer.

Eastern Ontario Command.

Brevet Lieutenant-Colonel V. A. S. Williams, A.D.C., Royal Canadian Dragoons, vacated the appointment of Chief Staff Officer, Eastern Ontario, and Brevet Lieutenant-Colonel T. D. R. Hemming, Royal Canadian Regiment, was appointed in his stead.

Quebec Command—

Major A. d'Orsonnens, Reserve of Officers, resigned the appointment of Acting District Staff Adjutant, Military District No. 7.

Brevet Captain W. L. de M. Carey, Royal Engineers, on loan from the Imperial Government for a period of two years, was appointed to the Royal Canadian Engineers and detailed to perform the duties of Command Engineer.

Maritime Provinces Command—

Lieutenant-Colonel M. Maclaren, Army Medical Corps, was appointed Principal Medical Officer, Military District No. 8, *vice* Lieutenant-Colonel J. E. March, Army Medical Corps, deceased.

Brevet Lieutenant-Colonel G. H. Ogilvie, Royal Canadian Artillery, was appointed District Staff Adjutant, Military District No. 8, *vice* Captain S. P. Layborn, transferred.

Brevet Colonel J. D. Irving, Chief Staff Officer, Maritime Provinces Command, was retired on a pension, and Captain D. S. McInnes, D.S.O., Royal Engineers, who vacated the appointment of Deputy Assistant Quartermaster-General Maritime Provinces Command, was appointed in his stead, to complete his period of employment with the Canadian Government; Major A. H. Macdonell, D.S.O., Royal Canadian Regiment, vacated the appointment of Deputy Assistant Adjutant-General Maritime Provinces Command, and was appointed Deputy Assistant Quartermaster-General, *vice* Captain D. S. McInnes, D.S.O., and Captain C. H. Hill, Royal Canadian Regiment, was appointed Deputy Assistant Adjutant-General (temporary) in his stead.

Major G. LaF. Foster, Permanent Army Medical Corps, was appointed Acting Principal Medical Officer, Maritime Provinces Command, and Principal Medical Officer, Military District No. 9, *vice* Lieutenant-Colonel G. C. Jones, Permanent Army Medical Corps, appointed Director General of Medical Services.

Military District No. 13—

Lieutenant-Colonel S. B. Steele, C.B., M.V.O., was appointed District Officer Commanding, on organization.

REGULATIONS.

72. In the month of February the publication of a pamphlet, to be issued monthly with General Orders , detailing alteration of stores and war *matérial,* (commonly called "List of Changes") was commenced. This Canadian List of Changes embodies alterations detailed in the British List which may be approved by Militia Headquarters to be carried out in Canadian equipment, and affords facilities for adopting into the service under one universal nomenclature any new pattern of Canadian stores. They are a ready means of instructing all concerned as to the repair, exchange or disposal of all military stores and ammunition.

73. Regulations for engineer services were prepared during the year and are now being printed. This will give all engineer officers definite regulations for carrying out engineer services.

74. A pamphlet, upon the selection of sites for, and construction of rifle ranges, has been published. This pamphlet contains full information for any officer who is detailed to make a report upon a proposed site for a rifle range, and has been found invaluable.

75. Work on regulations for equipment, &c., was commenced during the year and good progress made.

76. The revision of the 'King's Regulations and Orders for the Militia of Canada' is still in progress.

INSTRUCTION.

GENERALLY.

77. Provisional schools of instruction were held as under:—

Cavalry.—Barrie, Ont.; Grenfell, Sask.; Edmonton, Alta.; Regina, Sask.

Artillery—Cobourg, Ont.; Montreal, Que.; Levis, Que.

Infantry.—Belleville, Ont.; Brockville, Ont.; Goderich, Ont.; Montreal, Que.; Quebec, Que.; St. Catharines, Ont.; St. Thomas, Ont.; Stratford, Ont.; Woodstock, Ont.; Moncton, N.B.

Canadian Army Service Corps.—Quebec, Que.; Winnipeg, Man.

Signalling.—Garrison classes were held at St. John, N.B.; Halifax, N.S.; Peterboro, Ont.; Brantford, Ont.; Kingston, Ont.; St. Catharines, Ont.; Montreal, Que.; Winnipeg, Man.; Toronto, Ont.; Quebec, Que.

78. The Artillery Staff Course, Royal School of Artillery, which commenced on the 1st January, 1908, was attended by 8 officers and 14 non-commissioned officers.

79. A course for six officers of the Canadian Ordance Corps, commencing in February, 1908, was held at the Royal School of Artillery, Quebec; also an artificer's course.

80. A course of instruction, with a view to obtaining non-commissioned officer instructors of the Royal Canadian Regiment, qualified to impart instruction in the French language to the militia units stationed in the Province of Quebec was commenced towards the end of the year, in the hope that at the termination of the course a sufficient number of non-commissioned officers of the regiment would be found available for duty as above, and that, in consequence, there would be no necessity for going outside of Canada to obtain men qualified to instruct in the French language.

81. During the year 7 officers of the Active Militia were attached to units of the Permanent Force for duty and a 'long course' with a view to qualifying for commissions in the Force.

82. The results of the promotion examinations of the Imperial Army held in May and November, 1907, were as follows:—

At the May examination 16 officers of the Permanent Force presented themselves, 11 passed, and 5 failed (3 in one subject and 2 in more than one subject); 20 officers of the Royal Canadian Artillery wrote on the artillery subject '*e*,' of whom 19 passed and one failed.

At the November examination 20 officers presented themselves, 14 passed and 6 failed.

Eleven officers of the Royal Canadian Artillery wrote on subject '*e*,' of whom 7 passed and 4 failed.

83. One candidate only, presented himself for the literary examination held in May, 1907, by the Board of Civil Service Examiners, which he passed successfully; at the October examination, 5 candidates presented themselves, of whom only 2 passed.

84. Ten officers attended that portion of the 'long course' required to be taken at the Royal Military College in the spring of 1907, of whom 8 passed. There were also present during the course, 5 officers of the Permanent Force preparing for promotion examination. In the autumn of 1907, 4 officers were present at the Royal Military College, 3 of whom passed, and in addition, there were 3 officers of the Permanent Force preparing for promotion examination.

INSTRUCTION IN ENGLAND.

85. The following officers underwent instruction in England, viz.:—

Staff College—

Captain P. E. Thacker, Royal Canadian Mounted Rifles.
Captain H. Kemmis-Betty, Royal Canadian Regiment.

Ordnance College—

Major S. S. Weatherbie, Canadian Ordnance Corps.
Captain M. C. Gillin, Canadian Ordnance Corps.

Artillery Staff Course—

Captain E. de B. Panet, Royal Canadian Artillery.
Captain J. E. Mills, Royal Canadian Artillery.

Course in Military Engineering—

Lieutenant P. Benoit, Royal Canadian Engineers.
Lieutenant T. V. Anderson, Royal Canadian Engineers.

Hythe School of Musketry—

Major R. A. Helmer, Deputy Assistant Adjutant-General for Musketry.

Royal Army Medical College—

Lieutenant-Colonel G. La F. Foster, Major F. L. Vaux and Major L. Drum, of the Permanent Army Medical Corps, attended a four-months' course of instruction at the Depôt, Royal Army Medical College, subsequently proceeding to the Royal Army Medical Colege for the senior course in hygiene.

ROYAL MILITARY COLLEGE.

86. Thirty-eight candidates presented themselves for the entrance examination to the Royal Military College in May, 1907, 32 of whom were successful in passing the same. For the reports of the Commandant of the Royal Military College and the Board of Visitors, see Appendices B and C, respectively.

CANADIAN SCHOOL OF MUSKETRY.

87. Owing to various causes the summer course, 1907, was cancelled. A very successful autumn course was, however, held, beginning September 5, at which there were in attendance 18 officers, 27 warrant and non-commissioned officers; of whom 10 obtained Distinguished Certificates, and 33 ordinary Musketry Certificates. The standard of efficiency required for these certificates was fully maintained, and the results were very creditable to the officers and non-commissioned officers who obtained them.

88. It is difficult, as a rule, for militia officers to attend at the Canadian School of Musketry for six weeks and the advisability of instituting a short course of three weeks in which the subjects necessary to qualify for Regimental Musketry Instructor would be taught, thereby enabling many militia officers to attend who are, at present, debarred through inability to be absent from business for the period of the full course, is under consideration.

SCHOOLS OF INSTRUCTION.

89. The number of certificates issued during the year was as follows:—

RETURN of Certificates granted between April 1, 1907, and March 31, 1908.

Name of School.	OFFICERS.							N.C. OFFICERS.							SIGNALLING.						ARMY SERVICE CORPS.		MUSKETRY.															Total.
	Long Course.	Artillery Staff Course.	Field Officers.	Captains.	Subalterns.	Technical Engineers.	Equitation.	Artillery Staff Course.	Sergeants-Major.	Sergeant-Instructors.	Sergeants.	Corporals.	Bombardiers.	Technical Engineers.	Officers		N.C. Officers.				Officers.	N. C. Officers.	Distinguished.	Qualified.	District Intelligence Officers.	Sub-District Intelligence Officers.	Maxim Gun.	Cadet Instructors.	Trumpeters and Buglers.	Ward Masters.	Assistant Ward Masters.	Hospital Sergeants.	Caretakers.					
															Instructors.	Grade 'A'	Grade 'B'	Asst. Instructors.	Grade 'A'	Grade 'B'																	
Royal Schools of Cavalry, Toronto, and St. Jean, Q.	..	..	13	22	42	..	31	..	..	..	27	15	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6	..	..	..	..	..	..	..	..	156
Royal School of Instruction, Winnipeg	1	..	†4	*5	‡15	..	1	..	2	2	16	*a* 35	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	..	..	..	..	..	..	..	..	84
Royal Schools of Artillery (Field), Kingston	..	..	1	2	8	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	..	..	..	15
Royal Schools of Artillery (Garrison), Halifax, Quebec and Esquimalt	..	5	1	2	11	..	..	4	..	..	12	7	3	..	..	..	..	..	..	..	..	..	..	..	..	..	7	..	4	..	..	..	..	..	..	..	..	56
Royal School of Infantry, London	2	..	6	18	17	..	..	..	..	3	11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6	..	..	..	..	..	..	..	..	63
Royal School of Infantry, Toronto	..	..	15	44	24	..	..	..	..	3	43	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7	..	..	..	..	..	..	..	..	140
Royal School of Infantry, Fredericton	..	..	4	5	6	..	..	..	..	..	1	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	22
Royal School of Infantry, Halifax	..	2	1	9	5	..	..	..	..	..	18	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	35
Royal School of Infantry, Quebec	..	1	4	18	20	..	..	..	..	1	5	5	33	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	87
Royal Canadian Engineers	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2
Cavalry (Provisional Schools)	..	..	2	5	17	..	..	..	2	2	12	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	47
Artillery (Provisional Schools)	..	..	4	5	5	..	..	..	..	..	14	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	33
Corps of Guides (Provisional Schools)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	13	..	..	..	..	..	..	..	..	..	..	..	15
Infantry (Provisional Schools)	..	..	20	23	81	..	..	..	..	..	40	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8	..	..	..	..	..	..	..	..	..	176
Army Service Corps (Provisional Schools)	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11	39	..	..	..	..	..	..	..	..	..	..	..	..	..	..	54
Medical Corps (Special Courses)	..	..	17	28	..	..	..	..	..	..	..	8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	6	7	..	..	..	..	69
Canadian School of Musketry	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10	33	..	..	..	..	..	..	..	..	..	..	..	..	43
Signalling (Provisional Schools)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6	4	40	27	3	204	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	284
Equitation (Board of Examiners)	..	..	..	..	..	..	90	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	90
Totals	7	8	92	186	251	1	122	4	4	11	201	94	36	1	6	4	40	27	3	204	11	39	10	33	2	13	7	8	29	3	6	7	1	1,471			

†1 Infantry. *1 Infantry. ‡1 Infantry. *a* 3 Infantry.

COMMISSIONS AND WARRANTS.

90. The number of commissions in the Active Militia issued during the period under review was 621, and warrants to especially qualified non-commissioned officers, 39.

COMMISSIONS IN IMPERIAL ARMY.

91. Three graduates of the Royal Military College were granted commissions in the Imperial Army in 1907.

MEDALS.

92. The number and description of medals issued was as follows:—

Colonial Auxiliary Forces Officers' Decoration	49
Long Service Medals	130
Long Service and Good Conduct Medals (Permanent Force)	5
General Service Medal	33
Northwest 1885 Rebellion Medal	1

CADET CORPS.

93. The increased general interest in the cadet movement and steady growth in the number of gazetted corps was marked during the year. On March 31, 1908, there were under the control and supervision of the department, 145 corps of cadets, aggregating 210 companies, and with an enrolled membership of over 9,000 boys. The majority of these were connected with educational institutions, and varied in efficiency largely as the headmaster, or other teachers, were or were not sympathetic, and according to the local facilities for rifle practice. Many schools have fitted up galleries for miniature rifle practice, and all can, upon application, obtain the free issue of four service rifles for teaching musketry practice, and, in addition, as already referred to in a previous paragraph, a sub-target rifle machine. The success of the Dundas High School Cadets, of Dundas, Ont., in being at the head of the cadets of Canada two years successively in the Canadian Rifle League Cadet Competition, as well as their success in obtaining so large a representation as they did upon the Dominion of Canada team in the Inter-Empire contest for the "Lord Roberts' Trophy," 1908, is a practical illustration of the benefits of sub-target rifle machine practice and preliminary musketry instruction.

94. As feeders for the Militia—both for officers and other ranks—the cadet corps are of much value, to say nothing of the other material benefits to our youth from the inculcation of discipline, system, and order, as well as the physical development induced by drill and exercise.

95. It is a matter for consideration as to whether the time is not at hand when more substantial assistance should be accorded cadet corps. At present the only assistance given is the issue of a very limited equipment, and 50 rounds of miniature ammunition per head, to corps having facilities for gallery shooting; also, inspection annually.

96. The selection of a more suitable arm for cadets is engaging attention. Most of the rifles issued to cadets are too heavy for the majority of the boys, and it is not possible to use a side-arm with the converted Sniders. A lighter weapon capable of being used for minature and gallery practice, and to which a side-arm can be affixed is urgently required.

97. The number of cadet corps formed during the year was 23, and the number disbanded, 7.

98. The appointment of inspectors of cadet corps is under consideration; as there is no doubt that to still further encourage and obtain increased efficiency in cadet corps and rifle associations, it will be necessary to appoint in those commands where these corps and associations are most numerous, officers whose primary duties it will be to

deal with all questions affecting them, and be responsible for their efficiency and inspection.

PHYSICAL TRAINING IN SCHOOLS.

99. Negotiations were entered upon during the year with the Department of Education for Nova Scotia, with a view to the institution of a system of physical training in the schools of that Province, and it is confidently expected a basis of agreement for the co-operation of the Department with the provincial authorities upon this question will be satisfactorily reached at an early date. The benefits to be derived generally by our juvenile population from such a system of physical training and instruction are calculated to be very great.

ORDNANCE BUILDINGS AND MAGAZINES.

101. It is proposed, at the various depôts where there are detachments of the magazines and ordnance store-houses. It is essential to the efficiency of the defence forces of the country that proper magazines should be provided in each military district, and it is a matter of pure economy that suitable store-houses should be available for the custody of the expensive stock of articles kept by the Ordnance Corps. The depôt at Montreal is a strong case in point. It is hoped that it will be possible in the near future to provide these magazines and store-houses.

BARRACK EQUIPMENT.

101. It is proposed, at the various depôts where there are detachments of the Army Service Corps, to open barrack stores for the more convenient interchange of barrack equipment.

ARMAMENT.

FIELD ARTILLERY.

102. The order for Q. F. 18-pr. equipment, placed with Messrs. Vickers, Sons and Maxim, Ltd., is nearly completed.

103. The limbers and wagons were, at the end of the period under review, still under manufacture at the Ottawa Car Company, Ltd., but the work was being pushed on rapidly.

104. It is hoped that it will be possible to place further orders for sufficient quantities of the Q. F. equipment to facilitate a rapid re-armament of the whole of the Field Artillery.

HEAVY ARTILLERY.

105. No delivery of the B. L. 60-pr. guns was made during the year, but it was to commence with the opening of navigation to Quebec, 1908. A considerable portion of the ammunition for these guns is already in the country.

106. The manufacture of the 60-pr. limbers is being proceeded with at the Ottawa Car Company's works.

107. A trained and qualified Inspector of Carriages, to conduct the necessary inspection during manufacture, has been appointed.

FIXED DEFENCES.

108. No change has taken place in the armament of the Fixed Defences since the last report.

ROSS RIFLE.

109. Progress continued to be made in the supply of Ross Rifles. An extended issue of them was made for use in the Camps of Instruction. The method of inspection has been further systematized.

110. The question of a bayonet was considered and a pattern has been submitted which it is believed will prove satisfactory.

SMALL ARM AMMUNITION.

111. It is gratifying to note that the reserve of small arm ammunition continues to increase materially. The quality of the ammunition turned out at the Dominion Arsenal continues to prove satisfactory. For the report of the Superintendent of the Dominion Arsenal, see Appendix D.

COMMITTEE ON SMALL ARMS.

112. The first step towards the formation of a Standing Committee on Small Arms was taken, and it is anticipated that the formation of this body will prove of great benefit.

TECHNICAL INSPECTION OF MATÉRIEL AND AMMUNITION.

113. With the increasingly complicated construction of modern ordnance and artillery equipment generally, a thorough annual inspection, by qualified technical officers, of the *matériel* on charge of defences and units becomes of growing importance. Not only does it become necessary to inspect equipment as regards its technical efficiency, but it is also necessary to carry out alterations, from time to time, to keep it up to date. A tour of an Inspector of Ordnance Machinery, and Armament Artificers must, therefore, come to be regarded as a part of the annual routine, if efficiency of *matériel* is to be maintained, and a tour of this nature, to visit certain field batteries, has been arranged. As regards the heavy artillery, it is expected that much work will be carried out on the equipment while at Petawawa, especially the fitting of the large sole plates to the carriages.

114. Arrangements for an annual inspection of gun ammunition are under contemplation. Hitherto it has only been possible to carry this out at Halifax, N.S., but as more inspecting officers become available, other stations will be visited.

115. An annual inspection, by armourers, of small arms on charge of the various units throughout the country is, in its way, as important as the inspection of artillery *matériel,* and it is hoped that some progress in this direction may, before long, be possible. This inspection will be based upon the system found to be necessary in the Imperial service, and will not only increase efficiency but also be conducive to economy.

ENGINEER SERVICES.

116. An important part was taken in the decentralization of Engineer Services. So soon as the estimate for those services had been approved and voted by Parliament, a schedule was prepared at Militia headquarters showing what works in each command or independent district were to be executed by or under the supervision of the Royal Canadian Engineers, and the money expenditure authorized upon each. An extract from that portion of the schedule which referred to his command was sent to each officer commanding a command or district, and he was authorized to proceed with the several works in such order or at such times as in his discretion might seem best for the public service. He was further authorized to devote such savings as might be made to the execution of any urgent or unforeseen demands for repairs as might arise, reporting his action in each case for covering authority to headquarters, being guided as to the manner of expending the money by the Regulations for Engineer Services.

117. A new form of Progress Report has been adopted, which furnishes an accurate statement of expenditure at the end of each month. This is found of great value, both at headquarters and in the offices of the Command and District Engineers, who can thus watch expenditure closely.

118. The supervision of military works is now being carried out to a great extent by military Foremen of Works under Division Officers. The supervision of the construction of rifle ranges is as a rule done by temporary civil Superintendents of Works, employed only until the work is completed.

119. Work, in the various commands and districts, connected with the construction of rifle ranges, water supply, drainage, fortifications, barrack repairs, &c., was carried out satisfactorily by the Royal Canadian Engineers.

MILITARY PROPERTIES.

120. The rent collected for military properties under lease, for the year ended March 31, 1908, was as follows:—

Military District	No. 1,	Headquarters,	London, Ont.	$	73 00
"	" 2,	"	Toronto, Ont.		581 25
"	" 3,	"	Kingston, Ont.		506 54
"	" 4,	"	Ottawa, Ont.		201 00
"	" 5 & 6,	"	Montreal, Que.		343 50
"	" 7,	"	Quebec, Que.		1,389 40
"	" 8,	"	St. John, N.B.		168 00
"	" 9,	"	Halifax, N.S.		73 67
"	" 11,	"	Victoria, B.C.		505 00
"	" 12,	"	Charlottetown, P.E.I.		5 87
					$3,847 23

LANDS ACQUIRED.

121. The following lands were acquired during the twelve months under review.

Fernie, B.C.—

A site for a drill hall at this place was deeded to the Crown by the Provincial Government of British Columbia, free; on the understanding, however, that should the property at any time be not required for military purposes it was to revert to the Province.

Fort William, Ont.—

A site for a rifle range for troops in the vicinity of Fort William, and Port Arthur, for the sum of $10,000. This property, a portion of an Indian Reserve and one hundred acres in area, is situated near Fort William and Port Arthur—2 miles distant from the former and 5 miles from the latter. There is also sufficient space, in addition to the land required for the rifle range, for local training grounds and a barracks should a unit of the Permanent Force be at any time stationed in the locality.

Nelson, B.C.—

A site for a rifle range. This property comprises about 85 acres. The purchase of the major portion was consummated during the year; but there still required to be purchased at the end of the year two small properties owned by Chinamen, the acquisition of which has been delayed owing to the refusal of the owners to accept the offer of the department.* The total cost will be about $4,560.

*These two properties have since been acquired.

Edmonton, Alta.—

Two hundred and twelve acres were purchased for $32,000 in the vicinity of Edmonton, as a site for a rifle range for Edmonton and Strathcona.

Amherst, N.S.—

Some 210 acres in the vicinity of Amherst were acquired as a site for a rifle range, for the sum of $3,905. All the property owners with the exception of one (the Dornan Estate) accepted the terms of the Government. The Dornan Estate, however, refused to accept the price offered and their property was accordingly expropriated.

Brockville.—

One hundred acres were purchased during the year as a site for a rifle range at Brockville, for the sum of $10,000, and negotiations are in progress for the acquisition of additional land in the rear of the butts, in order to insure absolute safety.

Kingston, Ont.—

Two parcels of land forming part of the proposed rifle range site at this station were purchased during the year for the sum of $5,389. Considerable difficulty has been met with in the acquisition of the various properties comprising this site, and at the end of the period under review only the owners of the two parcels of land above mentioned had accepted the terms of the Government, the other owners holding out for prices which are considered exorbitant.

Springhill, N.S.—

A small portion of land adjacent to the drill hall at Springhill and in the possession of the committee of the 93rd Regiment, was deeded by that committee to the Crown as an extension to the present drill hall site, free; on the understanding that the Department would fence in the property. This latter has been done.

Petawawa Camp Site.—

Good progress was made during the year in the acquisition of the various properties comprising the Petawawa Camp site, 36 additional properties, 5,023 acres in area, were acquired at a cost of $33,959.67, legal fees included, or $6.76 per acre; making the total properties acquired up to March 31, 1908, 114, comprising 17,398 acres, at a cost of $134,099.92, or $7.70 per acre. A few property holders still require to be bought out, and in ten instances the Department may be obliged to resort to expropriation, as the owners persist in refusing to come to reasonable terms, although the Department has in every way tried to meet their wishes; but the prices that are asked are so extravagant and so much in excess of the valuation placed upon the properties both by the Department's own valuators and that of a disinterested expert especially employed for the purpose, that their payment cannot be entertained. With the exception of these few instances the acquisition of the land required has progressed satisfactorily.

Niagara.—

Some 380 acres were purchased as an addition to the camp grounds at Niagara, for the sum of $36,500.

Lévis.—

A decision was rendered during the year by the Exchequer Court in the case of the acquisition of a small portion of land in the rear of the butts of the Lévis rifle range, which had been expropriated; the vendor, who had asked $2,500 for the land and $300 for injurious affection, being allowed by the Court $1,100, plus interest from the date on which the Crown entered into possession.

Aldershot Camp Grounds and Rifle Range.—

The litigation in connection with the acquisition of this property has at last been concluded. The vendor who had appealed to the Supreme Court from the finding of

the Exchequer Court, losing his case; the former Court allowing the cross-appeal of the Crown and reducing the amount of the award to the sum originally tendered by the Crown, plus interest, viz.: $14,665.25.

Cobourg, Ont.—

Additional accommodation being required at the Cobourg Armoury, a small parcel of land adjacent thereto was acquired for the sum of $1,050, and to offset the amount thus expended, 35 acres of the Cobourg rifle range site which were not required were sold for $2,345.

EXPENDITURE.

122. The expenditure for 1907-8 was $6,796,088, of which $1,297,905 was charged to Capital.

123. This is the largest amount expended in any one year, and exceeds the total estimates for 1908-9 by nearly $47,000. Assuming there was a population of 6,500,000 in 1907-8, the expenditure per capita was slightly in excess of one dollar.

124. The Permanent Force, which was maintained at an average strength of 3,100 all ranks, cost for pay $1,401,398, which with the cost for supplies for food, fuel, light, remounts, forage, &c., and for clothing made the total pay and maintenance $1,951,385, of which about one-half was for the garrisons at Halifax and Esquimalt. In addition about $50,000 was spent in training 1,305 all ranks with 320 horses at Petawawa for a period of six weeks.

125. Annual training cost $1,084,499. There were trained 44,121 all ranks, with 7,732 horses, including the Permanent Force.

126. The following shows the numbers trained at each camp and at local headquarters, and the cost for pay, transport, supplies and all other expenses in connection:—

	All ranks.	Horses.	Pay.
			$
London Camp	2,326	86	34,227
Niagara Camp	5,240	1,149	86,605
Barriefield Camp	2,412	659	44,054
Petawawa District Camp	1,106	62	18,734
" Artillery "	1,163	759	50,383
Granby "	1,793	1,443	43,104
Levis "	2,606	144	39,779
Three Rivers "	1,687	86	25,345
Sussex "	2,400	494	40,495
Charlottetown "	942	90	16,314
Aldershot, Artillery "	439	196	8,786
" District "	3,371	417	48,656
Winnipeg "	819	619	20,052
Calgary "	648	556	16,495
Macaulay Plains, B.C., Camp	280		6,424
Petawawa, Permanent Force	1,305	320	16,277
McNabs Island, Permanent Force	427		5,171
Corps at local headquarters	15,157	652	195,876
Total numbers trained, and pay	44,121	7,732	716,777
Supplies for Camp			124,872
Transport and freight			230,209
Field days, wheeled transport and other expenses			12,641
Total expenditure			1,084,499

127. The following statement shows the numbers trained and the expenditure for each year since 1904-5. It will be observed that the total number trained in 1907-8 was 33 per cent more than in 1904-5:—

	Officers.	N. C. O.	Men.	Total.	Horses.	Total Cost.
						$
1904-5	2,610	7,789	23,475	33,874	5,032	699,724
1905-6	2,919	8,013	28,168	39,100	6,775	809,924
1906-7 (9 months)	2,423	6,584	23,877	32,884	4,621	724,378
1907-8	3,365	9,615	31,141	44,121	7,732	1,084,499

128. The following shows the numbers that received efficiency pay each year since 1904-5, and the amount paid:—

	Recruits.	Men with one previous training.	Men with two or more previous trainings.	Amount of efficiency pay drawn.
				$
1904-5	12,413	5,413	9,486	113,432
1905-6	13,540	6,920	14,725	155,428
1906-7 (9 months)	9,032	5,542	13,171	129,665
1907-8	13,104	6,473	17,451	167,929

129. The expenditure chargeable to Capital was $1,297,905, the usual amount. Of this $703,750 went for ordnance ammunition and warlike stores, purchased principally in England; $214,143 for Ross Rifles; $92,570 for saddlery; $57,098 for reserve clothing; $155,344 for lands and rifle ranges, and $75,000 for manufacture of reserve ammunition at the Dominion Arsenal.

130. The expenditure under the smaller votes was also larger than usual, as will be seen by reference to the statement on page 24, which shows the amounts expended under the various votes for each year since 1898-9.

131. A systematic and thorough audit of stores was begun in April, 1907, and is now in full working order. An inventory of every article in store was made by boards appointed for that purpose, as a basis upon which to commence, and now all articles going into Stores or issued therefrom are debited or credited, as the case may be, to the officer in charge, who is required to produce a voucher for every article issued.

132. This system has been extended to the militia units, so that all stores purchased are properly accounted for until they are pronounced unserviceable by a Board of Survey. They are then destroyed, or, if of any value, sold at public auction.

SESSIONAL PAPER No. 35

FINANCIAL STATEMENT FOR YEAR ENDING MARCH 31, 1908.

Expenditure, 1907-8. (April 1, 1907, to March 31, 1908.)	Expended.
	$ cts.
By Statute—	
Pay of Chief of General Staff, Inspector-General, Adjutant-General, Quartermaster-General, and Master-General of the Ordnance	21,600 00
By Vote—	
Pay of Staff, Permanent Force, and Active Militia, including allowances	1,653.731 35
Military survey	23,715 65
Annual drill	1,084,499 45
Salaries and wages of civil employees	98,979 21
Maintenance, military properties	70,061 96
Engineer services	325,912 92
Warlike and other stores	294,200 38
Stores taken over from British Government	260,000 00
Clothing and necessaries	399,918 92
Provisions, supplies, and remounts	424,986 61
Transport and freight	109,979 72
Grants in aid of artillery and rifle associations, bands, &c	49,277 50
Miscellaneous and unforeseen contingencies	69,212 31
Royal Military College of Canada	92,145 24
Dominion Arsenal	341,082 98
Departmental library	968 23
Gratuity to Sergeant-Major Birtles, R.M.C	3,453 13
" Officers, N. C. O. and men of Ordnance Stores Corps discharged on account of age limit	23,426 06
Ammunition for artillery competition—visit of British team	2,000 00
Customs dues	143,621 91
Buckingham strike—aid to civil power	400 47
Hamilton Street Railway strike—aid to civil power	9 60
Special vote to Dominion Artillery Association for entertainment of British team	5,000 00
Capital account—Ordnance, arms, ammunition, rifle ranges, lands, reserve of clothing, equipment, &c	1,222,904 65
" " Manufacture of reserve ammunition at Dominion Arsenal	75,000 00
	6,796,088 25
By Vote—	
Pensions, Militia—Rebellion, 1885, and general	16,283 29
" " Fenian Raid, &c	1,934 90
By Statute—	
Pensions, Militia—Upper Canada Rebellion of 1837-38	160 00
" " Act, 1901	19,981 19
	38,359 38

Revenue, 1907-08. (April 1, 1907, to March 31, 1908.)	$ cts.	$ cts.
Casual		1,173 74
Ammunition, stores and clothing	22,370 47	
Rents	4,230 10	
Miscellaneous	13,208 72	
		39,809 29
Royal Military College of Canada		23,209 34
Pensions Act, 1901		19,596 26
		83,788 63

STATEMENT of Expenditure for the ten years 1898-9 to 1907-8,

Head of Service.	1898-99.	1899-00.	1900-01.	1901-02.	1902-03.	1903-04.	1904-05.	1905-06.	(9 mos.) 1906-07.	1907-08.
PAY AND ALLOWANCES.	$	$	$	$	$	$	$	$	$	$
By Statute—										
Pay of Chief of General Staff, Inspector-General, Quartermaster-General, and Master-General of the Ordnance	11,750	10,646	11,646	12,400	12,400	10,930	14,699	21,600	16,200	21,600
By Vote—										
Headquarters staff	8,019	13,672	11,140	17,203	22,861	39,037	46,519	48,991	33,782	58,797
Command and district staffs	21,764	22,619	25,919	25,204	29,918	35,669	45,551	73,119	64,234	77,272
Permanent Force	187,338	180,458	221,067	233,243	266,155	353,729	477,571	†1,055,099	845,504	1,401,271
Active Militia, attached	38,794	16,315	22,528	24,905	17,071	28,159	42,552	42,593	27,913	40,127
" " allowances	74,406	96,962	70,712	52,920	51,774	82,411	56,760	122,864	44,235	70,233
" " salutes, guards, &c	3,215	2,000	2,603	4,079	3,204	2,584	8,910	5,829	4,543	6,025
Total pay and allowances	345,286	342,672	365,615	369,954	403,383	552,519	692,562	1,370,095	1,036,411	1,675,331
Annual drill	422,553	424,991	454,357	314,761	385,190	590,670	699,724	809,924	724,378	1,084,499
Salaries and wages	68,994	70,000	86,495	93,956	94,994	64,682	64,984	72,003	67,063	98,979
Engineer services and lands	148,873	144,444	263,628	227,672	146,173	162,783	205,800	254,427	275,587	325,913
Maintainance militia properties	34,819	39,930	39,203	47,760	49,201	50,511	49,854	50,523	38,434	70,062
Warlike and other stores	79,084	58,087	85,171	99,079	89,319	62,194	74,707	174,980	124,912	*554,200
Clothing and necessaries	169,978	185,078	209,657	224,805	142,364	97,121	179,943	429,727	274,510	399,919
Provisions, supplies, and remounts	109,973	117,934	121,790	129,694	129,896	158,378	165,190	463,668	274,941	424,987
Transport and freight	44,970	39,863	39,824	39,308	39,091	54,855	54,783	84,856	54,965	109,980
Grants to artillery and rifle associations, and bands	42,425	36,942	36,035	39,950	37,987	40,499	49,100	45,825	45,241	49,278
Miscellaneous and unforeseen contingencies	21,155	16,549	16,511	18,955	20,111	27,330	34,981	39,996	40,000	69,212
Royal Military College	65,395	69,230	72,520	81,912	75,006	90,387	86,477	86,243	68,898	92,145
Dominion Arsenal	84,276	102,952	110,783	207,614	149,998	149,912	150,563	215,037	224,401	341,083
Military survey	4,397	3,433	3,369	4,021	3,779	7,167	11,246	15,518	17,760	23,716
Customs dues									71,803	143,622
Departmental library						364	848	972	680	968
Gratuities, sundry	26,914	2,375	5,411	313	317	934	5,178	582	5,700	26,879
Aid to civil power, sundry	500		2,021	4,480	18,850	7,352	5,965	492	2,020	410
Defences, Esquimalt	44,670	12,989	128,140	119,058	111,943	109,987	109,987	179,256		
Special service, South Africa		1,429,359	558,811							
Halifax provisional garrison		118,265	349,871	254,962	131,256					
Coronation contingent				29,973	62,630					
Yukon field force	387,763	173,266	14,321			24,386				
Miscellaneous small votes	10,800	5,443	6,822	8,820	2,778		9,250			7,000

Charged to Capital.										
Ordnance, ammunition, tents, wagons, accoutrements, artillery and warlike stores, (excepting clothing, saddlery and harness)	210,321	50,166	131,551	143,995	213,350	513,078	396,772	398,020	428,339	703,750
Saddlery and harness	26,623	46,847	.....	80,741	73,151	172,534	212,688	54,418	44,404	92,570
Clothing	.....	1,796	.....	.....	.....	235,214	284,478	271,733	22,813	57,098
Ross rifles, including inspection	.....	.....	.....	.....	62,972	163,916	240,341	367,306	300,388	214,143
Dominion Arsenal, for ammunition	150,866	.....	.....	.....	11,692	75,000	75,000	75,000	56,790	75,000
Lands for military purposes, and construction of new rifle ranges	.....	132,042	4,334	74,961	67,058	140,168	90,725	133,399	122,549	155,344
Total	387,810	230,851	135,885	299,697	428,223	1,299,910	1,299,964	1,299,876	975,283	1,297,905
Total militia expenditure	2,500,635	3,624,653	3,106,240	2,616,744	2,522,489	3,551,941	3,951,106	5,594,000	4,322,987	6,796,088
Less refunds on account special service South Africa	.....	.....	.....	7,220	787	6,818	822	267	.....	.....
	2,500,635	3,624,653	3,106,240	2,609,524	2,521,702	3,545,123	3,950,284	5,593,733	4,322,987	6,796,088
Pensions.										
1837-38	1,520	840	800	600	360	320	280	160	160	160
Fenian raid	2,583	2,339	2,339	2,261	2,268	2,373	2,337	955	1,851	1 935
Northwest rebellion	18,712	18,571	18,103	18,317	18,188	17,916	16,420	16,202	16,073	16,283
Pensions Act, 1901	.....	.....	.....	.....	.....	8,304	7,101	9,423	9,664	19,981
	22,815	21,750	21,242	21,178	20,816	28,913	26,138	26,740	27,748	38,359
Civil Government Expenditure.										
Salaries	50,233	50,764	51,910	51,647	53,078	48,575	52,512	58,433	45,668	63,104
Contingencies	10,188	8,877	10,567	7,867	12,696	10,017	9,946	12,026	8,654	11,994
	60,421	59,641	62,477	59,514	65,774	58,592	62,458	70,459	54,322	75,098
Revenue Received.										
Militia	51,429	26,291	25,658	18,513	17,836	19,894	20,695	32,191	16,618	39,809
Casual	961	2,120	37,777	1,821	483	595	19,988	24,641	691	1,175
Royal Military College	21,536	21,464	22,036	23,230	23,956	22,323	25,472	23,067	24,368	23,209
Pension Act, 1901	.....	.....	.....	.....	.....	.....	.....	.....	12,573	19,596
	73,926	49,875	85,471	43,564	42,275	43,812	66,155	79,899	54,250	83,789

†Including $200,000 for pay of Imperial troops.

*Including $260,000 for stores transferred from Imperial Government.

APPENDICES.

133. Appended are the following reports:—

Report of the Director-General of Medical Services for the year 1907-8. Appendix "A."

Report of the Commandant, the Royal Military College, for the year 1907-8. Appendix "B."

Report of the Board of Visitors, Royal Military College, 1908. Appendix "C."

Report of the Superintendent of the Dominion Arsenal, 1907-8. Appendix "D."

Interim Report of the Militia Council on the annual training for the season of 1907, and the report of the Inspector-General for the calendar year, 1907. Appendix "E."

E. F. JARVIS,
Secretary, Militia Council.

APPENDIX A.

OTTAWA, November 30, 1908.

From the Director-General of Medical Services,
To the Adjutant-General, Canadian Militia.

SIR,—I have the honour to report on the Medical Services for the year ending March 31, 1908.

In the interim report of the Militia Council, the question of the training of the Active Militia has been considered and commented upon.

SANITATION.

2. The chief feature of the medical work during the year was the continual insistence of the paramount importance of sanitation and preventive measures as regards disease.

3. The issue of an order making the officers commanding units the responsible persons for sanitation, has had the effect of emphasizing the importance of this feature of military life on all ranks and on all branches of the service. The medical officer is the adviser, but the commanding officer is the responsible head, he never can shift that responsibility on to any one else.

4. The complete scheme of sanitation was carried out in all its details with most satisfactory results at Aldershot Camp, N.S.

5. Courses in military sanitation have been held at all stations, and all officers of the Permanent Force attended the same. An excellent manual on sanitation has been issued, and instructions were also issued that courses of lectures in camp sanitation be voluntarily held at all regimental headquarters before the mobilization for the Quebec Tercentenary.

MEDICAL STORES.

6. One of the most important changes during the year has been the establishment of a central Medical Stores at Ottawa, and command and district Stores at the various headquarters. All articles of technical equipment are now handled by the Medical Department instead of by the Ordnance Department with very satisfactory results.

PERMANENT ARMY MEDICAL CORPS.

7. The organization of this corps has been continued; two captains and two nursing sisters having been appointed. The nursing sisters were detailed for duty at Quebec after taking a qualifying course at Halifax.

8. The direction of the training of the officers of the Permanent Army Medical Corps has been toward making them efficient administrators and "sanitary" staff officers.

9. The corps for the first time was sent to camp at Petawawa and fulfilled their duties in a satisfactory manner.

ARMY MEDICAL CORPS.

10. All the field ambulances performed their annual training with the exception of No. VI. and No. XIII. Cavalry Field Ambulances, these units undergoing process of re-organization. No. XVI. Field Ambulance at Winnipeg trained for the first time, and has been favourably reported upon.

REGIMENTAL MEDICAL SERVICES.

11. The chief duty of the regimental medical officer in camp is that of a regimental sanitary officer. This was impressed upon all concerned, with good results.

All regimental medical officers should attend camps, as those of city units receive no training of any service. The gradual absorption of the regimental medical officers into the Army Medical Corps and the detailing of young medical officers for a short term to units, is a step which I most strongly recommend.

MILITARY BUILDINGS.

12. I have made a careful examination of all buildings at every station, except Winnipeg and Esquimalt, and I regret that I cannot report favourably; for with the exception of the Wolsely Barracks, at London, and some new buildings at Halifax, they are all makeshifts. The policy has been to do the best possible with old buildings that have been allowed to run down. The result is what could only be expected, unsuitable buildings for this period, and for this climate. New modern and sanitary barracks are urgently required, especially at Kingston and Toronto.

HEALTH OF THE TROOPS.

13. The efforts towards camp sanitation are already bearing fruit in the reduced number of sick admitted to the hospitals.

14. A few cases of infectious diseases occurred, including one of small-pox at Kingston, but the measures taken were such as to prevent the spreading of any of these diseases.

INJURIES.

15. The rules and regulations published with regard to injuries, have resulted in claims being quickly and fairly dealt with. If, however, commanding officers would see that these regulations were carried out from the beginning, the result would be still more satisfactory.

PERMANENT FORCE.

16. The health of the permanent troops has been excellent as is shown by the accompanying statistical report.

STATISTICAL REPORT.

RETURN of Diseases treated in Station Hospitals for the year ending March 31, 1908.

Disease.	Nomenclature No.	Station Hospitals.									
		R. M. College.	London.	Toronto.	Kingston.	St. Jean.	Quebec.	Fredericton.	Halifax.	Winnipeg.	Victoria.
Alcholism	50	....	1	1	.....	1	2	.....	26	....	1
Abcess	953	.....	.....	11	.....	...	1	.....	15	.....	2
" Dental periosteum	450	.....	.....	.....	.....	5	.....	.....	.....	.....	.....
" external ear	259	.....	.....	.....	.....	1	1	.....	1	.....	.....
" in leg	...	.....	...	.....	.....	.....	.....	.....	.....	1	.....
" of foot (page)	313	..	.....	.....	.....	.....	.....	1	.. ..	.....	... ..
" of ear	271a	.....	.....	.....	.....	... .	.....	1	.. .	.....	.....
" of Ischio rectal	547	.....	.....	.....	.....	.....	.....	1	.....	....	.....
Abrasion of skin	1076	.....	.....	.....	.....	3	4	3	28	.....	.....
Arthritis, traumatic	903	....	.....	1	.....	.....	.....	...	.....	.....	.....
Adenitis	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....
Anaemia	61	....	.....	.....	.....	.....	.....	.....	4	.....	.....
Abrasion to leg	.....	.....	.....	.....	....	.....	.....	.....	.....	2	.....
" to heel	1076	.....	4	.....	.....	.....	.....	....	.....	.....	.....
" to elbow	1076	.....	1	.....	..	.....	....	3	.....	.....	.....
Ague	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....
Amblyopia	214	.....	.....	.....	..	.....	.....	....	2	.....	.....

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STATISTICAL REPORT—*Continued.*

RETURN of Diseases treated in Station Hospitals for the year ending March 31, 1908.

Disease.	Nomenclature No.	Station Hospitals.									
		R. M. College.	London.	Toronto.	Kingston.	St. Jean.	Quebec.	Fredericton.	Halifax.	Winnipeg.	Victoria.
Accumulation of wax Ext. meatus	264								2		
Appendicitis	515a							2			
Balanitis	730		1								1
Bronchitis	404a	1					26				1
" catarrhal	404		3	4	4	17		10	17	11	
Bursitis	943a										1
"	943			1							
Bubo	605		2		1						1
Boils	965	2			1	10	2	3	21	9	
Biliousness										2	
Burns to arm	1025									2	
Bright's disease	652								2		
Bromidrosis	1012								2		
Burn	1078								6		
Condyloma	737								1		
Cyst	81								1		
Cystitis and Nephritis	676, 652							1			
Contusion (testicle)	1190							1			
" (side)	1075							1			
Colic	544	4		3			2	1	8		
Cyst (eyelid)	81						1	1			
Contusion of face	1102									3	2
" of back	1157										2
" of eye	1110									1	1
" of leg	1219									4	1
"	1034			31					5		
"	1065				3		18				
" of abdomen	1168					2					
" chest walls	1142					1				1	
" of knee	1219	1				1					
" "	1075		2						4		
" of leg	1219					1				4	
Contused wound	1056				1						
Contusion	1055	1									
"	1083								9		
Conjunctivitis	166			5			2	1	3	2	
" acute	166		1								
Circumcision				1							
Congestion of liver	571				1						
" "	571a	1									
Constipation	541	1			3		1		3	4	
Catarrhal	339a				3						
Coryza (acute)	277		12								
Cystitis (chronic)	676		1								
Corns	982						1		2		
Cow-pox	8								5		
Chicken-pox	6						1	1	1		
D. A. Heart	305								1		
Diarrhoea	540	13		1	5	2	2	2	14	3	2
Dislocation of shoulder	908			1			1				
Dislocated shoulder	1209				1						
Dislocation radius	1210	1									
" shoulder	908			1					1		
Deafness	276								1		
Dermatitis seborrhoeica	1005								1		
Dermatitis	973				1						
Dyspepsia	499				3	1					
Dilation of heart	298					1					
Diphtheria	10					1			2		

STATISTICAL REPORT.—*Continued.*

RETURN of Diseases treated in Station Hospitals for the Year ended March 31, 1908.

Disease.	Nomenclature No.	Station Hospitals.									
		R. M. College	London.	Toronto.	Kingston.	St. John.	Quebec.	Fredericton.	Halifax.	Winnipeg.	Victoria.
Dental abscess	450		1								
Degeneration	94d								3		
Deformities of toes	951								2		
Dysentery										1	
Eczema	962			4	2		1		3		2
Enteric fever	13			5	2	7	2	2	2	2	
Epilepsy	124a		1	3			1		1		
"	124b		1					1			
Enteralgia	545			2							
Erythema	959				1				2		
Urticaria	960			1							
Erysipelas	15a		2								
Effects of foreign bodies	84								1		
Effects of heat	1025								4		
Fracture	1229						2				
Flat foot	950								2		
Furuncle	965										1
Fistula in Ano	550										1
Fracture (humerus)	1057			2							
" (tibia and fibula)	1057			2							
" (phalanx)	1057			1							
Fractured rib	1145				1	1			2	1	
Fracture of fibula	1230				1						
" clavicle	1202								1	1	
" nose	1105								3	1	
" jaw	1057								1		
Frostbite	969			1			3		1	1	
" feet	1079					2					
Foreign bodies in conjunctiva	1117								1		
Fever, rheumatic	37			5							
Fistula, anus	550				1						
Follicular, tonsilitis	475				11						
Gonorrhœa	20		5	13	4	3	26	1	59	9	3
Gastritis	489a							1		1	5
" (acute)	489		1								
Gleet	708				1						
Gunshot wound	1151					1					
" "	1218b								1		
Ganglion	941								1		
Gastralgia	510						3				
Hæmoglobinuria	694						1				
Hyperidrosis	1011								1		
Herpes	971						2		2		2
Hernia (inguinal)	528			1		1	5		6		1
Hysteria	133				1					2	
Hypertrophy of heart	297					1					
Hyperæmia of liver	571					1					
Hæmorrhage of brain	101								1		
Inflammation of cornea	172								1		
" " conn. tissue	952								2		
" " bladder	676								2		
" " mouth	436								4		
" " intestines	512								4		
" " knee joint	903								1		
" " middle ear	265								3		
" " soft parts of nose	277								1		
" " jaws	439								1		
" " lips	432								2		

SESSIONAL PAPER No. 35

STATISTICAL REPORT.—*Continued.*

RETURN of Diseases treated in Station Hospitals for the Year ended March 31, 1908.

Disease.	Nomenclature No.	Station Hospitals.									
		R. M. College.	London.	Toronto.	Kingston.	St. Jean.	Quebec.	Fredericton.	Halifax.	Winnipeg.	Victoria.
Inflammation of bone	885								1		
" " testicles	575	2		1				1	14		
" " tonsils	475	10		11		11	1		61	16	
" " "	475b			3							
" " mouth	486			1							
" " bursae	943								1		
" " liver	568					1					
" " lym. glands of testicles & gonorrhœa	720 & 20							1			
" " groin						2					
" " stomach	489					3	8		23		
" " larynx	339					2			2		
" " external ear	259		3			1					
Inflamed glands (neck)	605		1				4		14		
Impetigo contagiosa	963			4			1				
Insanity	147			1			11				
Influenza	21		15	28	10	12	3	2	84	48	11
"	339a	32									
Inflamed glands	436				1						
Indigestion	499	2	3			3	3		9		
Injury					1						
Inflamation of tonsils	475b						17				
Injury, back	1158				2						
" leg	1220				1						
" knee	1221				1						
" "	1221b	3									
Ingrowing toe nail										2	
Incised wound	1177				3						
Incont. of urine	690						1				
Impetigo, contagiosa	963				1				5		
Jaundice	575						1				1
Keratitis	171								3		
Laceration to hand											3
" face											2
Lipoma	79								1		
Laryngitis	339		1							2	
Lumbago	931			2	1		10			2	2
La Grippe	21				5						
Lacerated wound	1038				2						
Myalgia	931			11		10			25	3	
Malaria	25			3		1	2		3	1	
Mumps	28		3			16			2		
Measles	26	10			2		3		8		1
Melancholia	146						3				
Nephritis, acute	651									1	
Neuralgia, trifacial	131			1	2	1	4	1	15	1	
" of eyeball	220	1									
Neuritis	86					1					
Overlapping toe	951		1								
Onychia	1023	3	1		1				7	2	
Orchitis	757					3	2			4	
Otitis, acute	271									1	
Paralysis	110e								1		
Peritonitis	885b			1							
Periostitis, tibial	885									2	
Pneumonia	32		1	2		1	1			1	
Piles	556a			1			3	1	9	1	
Pneumonia, lobar	32					1		1	1		

STATISTICAL REPORT.—*Continued.*

RETURN of Diseases treated in Station Hospitals for the Year ended March 31, 1908.

Disease.	Nomenclature No.	Station Hospitals.									
		R. M. College.	London.	Toronto.	Kingston.	St. Jean.	Quebec.	Fredericton.	Halifax.	Winnipeg.	Victoria.
Pyrexia of uncertain origin	34					1					1
Punctured wound	1041				1						
Pleurisy	425a	1						2			
Phthisis	419								5		
Psoriasis	974								1		
Paronychia	1024		1								
Phymosis	727								1		
Pediculosis nest	115								1		
Poisoned wound to arm	1197									3	
" " hand	1197									1	
" " foot	1222									4	
" " toe	1222									2	
Pharyngitis	483a							1			
Ptomaine Poisoning										6	6
Quinsey	495		1								
Rheumatism	37		4		1						
Rheumatic Fever	37					1	4		9	1	
Rupture of Viscera	1172					1					
Rhinitis	277	1									
Rupture muscle	929						1				
Strain	1066								2		
Supp. of Glands	606								1		
Suffocation	1030b								1		
Shingles	971								2		
Scald	1025b						1				
Sore Throat	473						3				
Scald, fore arm	125a			1							
Scabies	82b			9	7		2		5	17	
Syphilis, sec'dy	42			13							
" Tertiary	42b			2							
Sprain	1061			15							
" of Back	1158							1			
Synovitis	903			10							
Stricture (Traumatic)	712a			1							
" (Organic)	712b			3							
Sore Throat	475					4					
"	473		34							5	
Sprain Knee	1220				2	3				4	
" Ankle	1220				7	8	18	1	46	3	2
" Shoulder	1196				1						
Sprain	1196				5						
Strain	1070				2						
Sprain of Wrist	1196								29		1
Sprain of Ankle	1061		1								
Syphilis	42b						1			1	3
"	42a						3				
Stiff Neck	931a	1									
Synovitis, Knee	903-1	1						1			
Sycosis	1015a		1								
Stiff Joint (Elbow)	904								1		
Scarlet Fever	38								5		
Soft Chancre	736								3		
Septicæmia	39								1		
Sty	241								1		
Strained thigh	42									1	
" back	44									1	
Tænia Trichophytina	82			1							
Tuberculosis of Lympathic Glands of Groin	44					1					
Tuberculosis, Pumon	44								2	2	

STATISTICAL REPORT—*Concluded.*

RETURN of Diseases Treated in Station Hospitals for the Year ended March 31, 1908.

Disease.	Nomenclature No.	Station Hospitals.									
		R. M. College.	London.	Toronto.	Kingston.	St. Jean.	Quebec.	Fredericton.	Halifax,	Winnipeg.	Victoria.
Toothache	465				1						
Tænia Solum	(43)								3		
Tonsilitis	475		3		4						
Urethritis	707							2			
Ulceration of Larynx	340						1				
Ulcer of Penis	732				1						
Ulceration	516a								3		
"	340								1		
Ulceration of Cornea	172								1		
Ulcer							1				
Venum of Stinging Insects									1		
Varicocele	752			1							
Varicose Ulcer										1	
Varix	329			1					1		
Val Disease of Heart	293								2		
Vaccination										1	
Warts, Venereal	20		1								
" "	981			1					2		
Wounds, sec. (1) A				1							
" " (1) B				1							
" " (1) F				2							
Wound of Leg	1222					3					2
" Foot	1222					1			12		
" Hand	1197								35		1
" Knee	1077		1								
" Finger (infected)	1077		1								
" Neck	1197							1			
" Eyelid	1111							2		1	
Wound (gun-shot)	1244a							1			
Wound of Head	1113									2	
Wound	1085						12				
Remaining in Hospital				14	9	5	15	6	37		1
Operations			3	6		2	6	2	15	4	2
Discharged by Medical Board			1			1	3	1	13		
Discharged otherwise				3							
Died out of Hospital (poison)									1		
Died		1	1	1			1		7	2	
Discharged to Duty		120	124	250	136	170	253	50	821	227	52
Admitted during year		121	125	268	145	174	249	56	821	229	53

RECAPITULATION.

Remaining Hospital	87
Operations	40
Discharged by Medical Board	19
Discharged otherwise	3
Died	14
Discharged to Duty	2,203
Admitted to Hospital	2,241

I have the honour to be, sir,
Your obedient servant,

G. C. JONES, *Lieut.-Colonel,*
Director-General of Medical Services.

APPENDIX B.

KINGSTON, ONT., June 25, 1908.

From the Commandant Royal Military College,
To the Secretary, Militia Council, Ottawa.

SIR,—I have the honour to report as follows on the year ending June 30, 1908.

STRENGTH.

1. The number of Gentlemen Cadets on the strength in September, 1907, was 85. Two have since withdrawn, and I much regret to say that one cadet died in May, last —Gent. Cadet George Wright Jackson, of the second class.

2. The present strength is, therefore, 82. Nineteen cadets leave the College this month, and 38 candidates have passed the entrance examination out of a total 47 who competed.

CONDUCT AND DISCIPLINE.

3. The conduct and discipline of the cadets have been good.

EXAMINATION.

4. The result of the examinations has been more satisfactory than for either of the last two years.

DRILLS AND EXERCISES.

5. The normal standard has been, I consider, more than maintained. Interest in musketry has increased, and several cadets are now becoming excellent shots.

CHANGES IN THE STAFF.

6. Lieut. O. T. Macklem, R.O., joined the staff in April, last, as Instructor in Civil Engineering.

7. I regret very much that the College is losing the services of Major N. A. W. Scott, Royal Marine Light Infantry, whose period of employment has expired. I shall consider the College very fortunate if it secures the services of an instructor as competent.

DIPLOMAS OF GRADUATION.

8. Diplomas of Graduation, with honours, have been awarded to the following:—

Battalion Sergeant-Major C. F. Carson.
Company Sergeant-Major K. C. C. Taylor.
" " E. Bristol.

Diplomas of Graduation.

Company Sergeant-Major A. H. Gibson.
" " G. A. R. Spain.
Sergeant D. Bell-Irving.
" A. V. Tremaine.
" L. O. R. Dozois.
" H. H. Donnelly.
" W. D. Adams.

Corporal H. O. Lawson.
" J. A. Keefer.
" W. T. MacFarlane.
" C. J. Swift.
Gentleman Cadet T. E. Morrison.
" D. W. B. Walker.
" H. G. Cochrane.
Corporal G. F. H. Hilliard.

9. The following Gentlemen Cadets have been recommended for Commissions:—

Battalion Sergeant-Major C. F. Carson for Royal Engineers.
Company Sergeant-Major G. A. R. Spain for Royal Field Artillery.
Corporal J. A. Keefer for Royal Canadian Engineers.
Sergeant A. V. Tremaine for Royal Canadian Artillery.

ANNUAL PRIZES.

10. The College prizes won during the year have been awarded as follows:—

Medals presented by His Excellency the Governor-General:

Gold medal—Battalion Sergeant-Major C. F. Carson.
Silver medal—Company Sergeant-Major E. Bristol.
Bronze medal—Company Sergeant-Major K. C. C. Taylor.

The Sword of Honour prize for conduct, discipline, drills—Battalion Sergeant-Major C. F. Carson.

11. Class prizes for the highest marks in each class:—

1st Class—Company Sergeant-Major K. C. C. Taylor.
2nd " Sergeant D. A. White.
3rd " Gentleman Cadet E. O. Wheeler.

12. The pair of binoculars presented by graduates of the College, from 1880 to 1885 and now in the Imperial Service, to the cadet entering the military profession making the highest number of marks in military subjects, was won by Battalion Sergeant-Major C. F. Carson.

13. Subject prizes for the highest marks in the several subjects:—

1st Class, Military Engineering—Sergeant D. Bell-Irving,
1st " Tactics and Reconnaissance—Company Sergeant-Major E. Bristol,
1st " Physics—Company Sergeant-Major K. C. C. Taylor,
1st " Chemistry—Company Sergeant-Major K. C. C. Taylor,
1st " Surveying—Company Sergeant-Major K. C. C. Taylor.
1st " Civil Engineering—Company Sergeant-Major K. C. C. Taylor,
1st " French—Sergeant L. O. R. Dozois,
1st " Drills, Exercises, &c.—Battalion Sergeant-Major C. F. Carson.
1st " Conduct—Company Sergeant-Major A. H. Gibson.
2nd " Military Administration and Law—Sergeant D. A. White,
2nd " Mathematics and Mechanics—Gentleman Cadet W. S. Lawrence.
2nd " Geometrical and Engineering Drawing—Sergeant C. E. Read.
2nd " Artillery—Corporal L. H. Watts,
2nd " Military Sketching, &c.—Gentleman Cadet W. H. Weller.
3rd " English—Gentleman Cadet A. P. O. Meredith,
3rd " French—Gentleman Cadet H. H. Lawson.

14. The Dundonald Mounted Patrol Competition was won by 'C' Company, 1st team.

15. The Challenge Shield, presented by the Hon. the Minister of Militia, for revolver practice was won by Sergeant L. O. R. Dozois.

16. The Riding Challenge Cup, presented by Major G. R. Hooper, was won by Company Sergeant-Major G. A. R. Spain.

17. The Tent Pegging Cup, presented by Captain E. C. Hamilton, was won by Gentleman Cadet D. W. R. Walker.

18. The Ontario Government Cups for the best shot in each class in the annual musketry course were won as follows:—

1st Class—Sergeant W. T. MacFarlane,
2nd " Sergeant D. A. White,
3rd " Gentleman Cadet G. G. Chisholm.

19. The Quebec Government Cups, to the three cadets making the highest score at 200, 500 and 600 yards at the annual rifle meeting held on June 19, were won as follows:—

1st—Sergeant D. A. White,
2nd—Gentleman Cadet L. C. Goodeve,
3rd—Gentleman Cadet T. D. J. Ringwood.

20. The Cups presented by Lieutenant-Colonel E. F. Wurtele, R.O., for the best gymnast in each class were won as follows:—

1st Class—Battalion Sergeant-Major C. F. Carson,
2nd " Corporal J. C. Ball,
3rd " Gentleman Cadet A. B. McEwen.

21. The Inter-Company Gymnastic Competition for the Challenge Cup presented by Major N. A. W. Scott, Royal Military College, was won by 'B' Company.

I have the honour to be, sir,
Your obedient servant,

E. T. TAYLOR, *Lieutenant-Colonel,*
Commandant, Royal Military College.

APPENDIX C.

REPORT OF THE BOARD OF VISITORS, ROYAL MILITARY COLLEGE, 1908.

The Secretary,
Militia Council.

I beg to forward, herewith, the report of the Board of Visitors to the Royal Military College held in May last.

W. D. OTTER, *Brigadier-General.*
Chairman, Board of Visitors.

OTTAWA, August 14, 1908.

REPORT.

The Board assembled at the Royal Military College, Kingston, Ont., at 10 a.m., May 27, 1908.

PRESENT.

Chairman.—Brigadier-General W. D. Otter, C.V.O., C.B., Chief of the General Staff, Canadian Militia, Ottawa.

Members—C. E. W. Dodwell, Esq., M.I.C.E., Halifax, N.S.
Rev. Professor C. P. Choquette, President and Science Professor, College of St. Hyacinthe, St. Hyacinthe, P.Q.

Acting Secretary.—Major C. F. Winter, Deputy Asst. Adjutant-General, Headquarter's Staff, Ottawa.

Lieutenant-Colonel E. T. Taylor, Commandant of the College, was in attendance.

Colonel E. Fiset, D.S.O., Deputy Minister of Militia and Defence, Ottawa, one of the members of the Board, was prevented by pressure of departmental business from being present.

Colonel T. D. B. Evans, C.B., A.D.C., District Officer Commanding Military District No. 10, Winnipeg, Man., was delayed by a railway accident which prevented his being present on the opening day.

The Board decided to follow the procedure adopted in 1906 and 1907, and after a thorough inspection of the various departments, buildings, &c., to record the results of its inquiries, with its recommendations, under corresponding headings, viz.:—

(a) Admission to the College and course of instruction.
(b) Personnel and administration.
(c) College buildings and grounds.

At noon, on May 28, the Board was joined by Colonel T. D. B. Evans, C.B., A.D.C., one of the absent members at the opening meeting, and for the remainder of the sessions it had the benefit of his co-operation. During the 27th, 28th and 29th May the Board made exhaustive inquiry into the management of the College, its curriculum, and the treatment of cadets, the condition of all buildings, appurtenances and apparatus, and held a final session on the 30th to agree upon its report.

The Board much regretted the enforced absence of Colonel E. Fiset, D.S.O., whose attendance would have been of much assistance and value.

(a) ADMISSION TO THE COLLEGE AND COURSE OF INSTRUCTION.

PREFERENCE TO SONS OF OFFICERS OF THE MILITIA.

1. The question of the desirability of granting a preference to the sons of militia officers was again brought before the Board, which was quite unanimous in sustaining the recommendations of the Boards of 1906 and 1907 on this subject, viz.: that by making a reduction in the expenses of a cadet, who was the son of a militia officer of proved merit, a small acknowledgment would be made of the great service many such freely give to their country and which would tend to establish and foster an increased sympathy with the College.

GRADUATES SERVING IN THE MILITIA.

Service in the Active Militia.

2. The Board would repeat its expression of regret, in the report for 1907, that a larger number of graduates of the College do not enter the Active Militia of the Dominion, as distinct from the Permanent Force. It considers that the training and experience imparted at the College would be of the highest value to the militia and that the appointment of ex-cadets would encourage and assist the units of the force in many ways.

3. The commandant read correspondence which had taken place between himself and the Adjutant-General with respect to this question. The Adjutant-General had raised the point as to the desirability of gazetting graduates to corps of the Active Militia in the vicinity of their homes and was of the opinion that in many cases it would be impracticable, in view of so many of the graduates obtaining employment remote from their homes. He, however, recommended instead that a cadet on graduation should have the privilege of joining any corps of the militia most convenient to him. In this the Board concurred, and it would recommend for the consideration of the Honourable the Minister in Militia Council the advisability of gazetting graduate-cadets to the units of the Active Militia, instead of, as now, to the Reserve of Officers.

Service in Permanent Force.

4. The Board is of the opinion that it is highly desirable that some inducement should be offered to graduates to enter the Permanent Force of the militia of Canada, and it therefore recommends the following remission of fees, to those cadets who, on graduation, join the Permanent Force as officers:—

(1) Upon the completion of one year's service in the Permanent Force, a refund of $100.

(2) Upon the completion of two years' service in the Permanent Force, a refund of $100.

(3) Upon completion of three years' service in the Permanent Force and qualifying for captain, a refund of $100.

5. As an alternative to the above scheme, it is suggested for consideration that the whole $300 might be refunded in one sum at the end of the period of three years, provided the graduate-officer had qualified as captain.

6. A favourable report from the graduate's commanding officer should be an essential condition precedent to any and every refund.

ENTRANCE EXAMINATIONS.

7. In the report of the Board of Visitors for 1907 it is recorded that the recommendations made the previous year with regard to the qualifying standard of marks for admission had been adopted in regard to mathematics in the proposed Syllabus for 1908, but not for English, geography, history and French. This difference was

intentional, as the Commandant explained that it was desired to thoroughly understand the effects of the raising of the standard in mathematics before applying a similar change to other subjects.

8. The Board is of the opinion that the view taken by the Commandant is sound, and that no change should be made until the result of the trial of the present system, with respect to mathematics, has been ascertained.

9. It would recommend that the change of standard of marks in French, history, English and geography be deferred for another year before the qualifying minimum of marks be increased.

DURATION OF COLLEGE COURSE.

10. The duration of the College course was discussed and considered in the light of another year's experience. As reported by the Board last year, the replies received from parents and guardians of cadets then attending, as to the advisability of extending the course to four years, was overwhelmingly in favour of the extension. In view, however, of the desirability of obtaining the approval or otherwise of the guardians of more than one year's roll of cadets, it was not considered opportune to make any recommendations at present. The members of the Board themselves are convinced of the advantages of the longer course, should such be found to be practicable.

SYLLABUS OF INSTRUCTION—ALLOTMENT OF TIME.

11. The Commandant reported that the allotment of time to the various subjects appeared to work out advantageously. A new subject had been added to the curriculum, viz.:—'Instruction in first aid to the wounded, bandaging, &c.,' in which an examination is held and marks allotted. The Board approves of this addition, and considers the distribution of time to the different subjects taken up as satisfactory.

(*b*) PERSONNEL AND INTERIOR ADMINISTRATION.

ATTENDANCE.

12. The Commandant reported that the present course began in September, 1907, with 85 cadets. Since that date one had died, one was withdrawn, and one had been discharged, thus leaving 82 now upon the books. The first class of 19 is expected to graduate in June (next month) and a class of 40 to join in September, thus bringing up the strength to very nearly the maximum for which accommodation can be provided at present.

13. The death of the cadet just referred to—G. W. Jackson—resulted from the effects of an accident, for which the Board believes the College authorities are not in any way responsible.

PERSONNEL AND PHYSICAL RECORDS.

Drill.

14. The cadets were inspected on parade, and seen at infantry drill under their own non-commissioned officers. The appearance and steadiness of all was very marked and their movements most creditable—the cadet non-commissioned officers evinced ability to command.

Gymnasium.

15. The majority of the cadets were also seen in class in the gymnasium, where the Board was favourably impressed with the physical appearance of all ranks and the 'snap' and precision with which the various exercises were performed. The Board feels that the excellence of this exhibition warrants mention of the fact that much of the credit for it is due to the Instructor in Gymnastics, Major Scott, R.M.L.I., and his assistant, Sergeant-Major Keith.

Bridge Work.

16. The second class was seen at practical work in the field at railway and bridge building, and the third class in the class room at draughtsmanship from artillery *matériel.*

Equitation.

17. The first class was seen at equitation in the College grounds upon horses provided by the Royal Canadian Horse Artillery.

Demeanour.

18. The demeanour and address of the cadets upon all occasions, as well as the interest they appeared to take in the subject or task of the moment, favourably impressed the Board.

Complaints.

19. The Board had before it two representative cadets from each class, questioned them as to prevailing conditions, invited complaints on any subject, and asked them if they had any representations they desired to bring to the attention of the Board.

20. All reported that the messing generally was satisfactory, but that occasionally the milk supplied was distasteful, as a result of the pasteurizing to which it was subjected by order of the Department.

21. Complaint was also made that the quality of the material (white serge) supplied for recreation trousers was inferior and that the price charged for boots ($6.00) was excessive. Both these subjects are dealt with under the heading of Clothing (para. 24).

22. The Board would recommend that occasionally the milk supplied should be tested as furnished at the table by the messmen, as well as when received from the contractor.

Physical Records.

23. The following records of the physical development of cadets of the third class, who joined the College in September, 1907, and who have now had nine months in residence, are of interest. With a strength of 31 cadets, the following averages were reported by the medical officer:—

Average age—18 years, 2 months.
Average height—5′ 8¼″.
Chest measurement fully expanded—36¾″.
Chest not expanded—32″.
Average increased chest expansion—1¾″.

The Board considers this an excellent showing, and good evidence of the value of regular and systematic physical exercise.

CLOTHING.

24. No serious complaint was made in respect of clothing, and the uniforms provided appeared to fit well, to be smart in appearance, and satisfactory. The serge jackets last longer than formerly. Some complaint was made about the quality of the material supplied for recreation trousers and also of the material from which cadets' boots were manufactured. The price paid by cadets for boots ($6.00) appears very high.

25. The Board is of decided opinion that the tailor and shoemaker should give the cadets better value in the articles supplied, considering the prices charged.

DISCIPLINE.

26. The Board inquired fully into the question of the maintenance of discipline and award of punishment, in regard to which no complaints were made. The Com-

mandant reported the discipline to be very satisfactory, and that he had received much assistance in this respect from the senior cadets.

27. Special inquiries were made both from the Commandant and the Professors, as well as from the cadets themselves, as to the prevalence of 'hazing', 'recruiting' or 'fagging,' but there appears no evidence that any of these practices are now carried on at the College. The Commandant reported that he had received letters from outside persons interested in the welfare of the College, stating that the discipline, behaviour and conduct of the cadets was commendable. One of the members of the Board reported that he had heard rumours of there being a strained and hostile feeling existing between the first class and the juniors, but this was denied by representatives of all three classes.

WATER SUPPLY.

28. Upon the question of the water supply to the College, the Commandant reported that there had been one case in the previous autumn of the water being bad, but otherwise no failure had occurred in the supply of filtered water. At present the water supply is considered very satisfactory, the reports of the periodical bacteriological examination showing it to be free from contamination.

29. The Board visited the pumping station and inspected the filters, and also saw one of the filters washed out. All appeared to be in good order. A complaint was made by one cadet that the drinking water was still boiled, and, therefore, unpalatable. In view of the efficiency of the filtering plant, it would not now seem to be necessary to continue the precaution of boiling the drinking water for use throughout the College.

30. With respect to the defective water supply outside the inner enclosure of the College grounds, and which has been reported upon by the Board for the past two years, the condition remains as before, the supply being wholly inadequate. The Commandant stated that he had reported fully to Headquarters with recommendations for remedying the defect, but until funds were provided to carry out the work of extending the mains, nothing could be done.

31. The Board strongly recommends that the scheme for carrying water to the outer enclosure be proceeded with during the summer vacation, so that it may be completed on the re-opening of the College in September. The lack of increased water supply still involves grave risks in the event of fire.

SANITATION.

32. The College hospital was visited and found in excellent condition. At the time of the Board's visit there were no cases in hospital, a few minor ailments being all that had required treatment for some time past.

HEALTH OF CADETS.

33. The general health of the cadets has been better than last year and the health of all the employees has also been good. No really serious case of illness has occurred for some months.

MILK SUPPLY.

34. The Commandant reported that the milk supply, which was blamed for the ill-health of cadets about two years ago, was now quite satisfactory, and that the milk was pasteurized daily. As stated in a preceding paragraph, some complaint was made by the cadets as to the unpalatableness of the milk as a result of this process.

35. The Board considers that the system of pasteurizing the milk should be conducted so as to remove the cause of complaint. The plant is at present temporarily installed in the basement of the hospital, but the new quarters now in course of

preparation for its reception, should be completed at the earliest possible moment. (See paragraph 63.)

SUPERIOR STAFF.

36. The appointment of a Quartermaster as a result of the Board's recommendation two years ago has proved of much benefit. All the officers of the staff appear to be efficient and to carry out their various duties very satisfactorily.

The Commandant reported that he had been well supported by all his officers.

SUBORDINATE STAFF.

37. The lack of an efficient bugler for sounding the calls for the cadets, commented upon in a previous report, has been remedied by the employment of a bugler from the Royal Canadian Horse Artillery. In effect the present system is a reduction from two buglers to one, an arrangement which the Board doubts can be carried on continuously.

38. The Professor of Physics and Chemistry urged the appointment of an assistant, who could handle and look after the apparatus in his charge.

39. It was suggested by the Commandant that the mess servant who looks after the milk treatment might, also, be able to do the work required in the Physics and Chemistry Department.

40. The Commandant reported that authority had been received to take on an extra servant, if the estimates for the College would bear it.

41. The Board is of the opinion that an extra employee should be added to the subordinate staff, who could do the work in connection with the sterilization of the milk, and attend to the chemical apparatus and instruments. It is also recommended by the Board that an addition to the subordinate staff, in the person of a trained gunner from the Royal Canadian Horse Artillery, be employed to take special charge of the guns and artillery equipment. As stated in the paragraph referring to this matter, the number of guns and their intricate and rather complicated parts (*e.g.* the 4.7", a new 18-pr. gun, besides the 3" Q.F. and Maxim), require a man to look after them constantly. This recommendation will simply entail the charge of additional working pay for one gunner, viz.: 25c. per day.

PENSIONS.

42. A petition was received from the gentlemen of the civil staff of the College with respect to the provision of pensions for the civil staff, both superior and subordinate. The Board is strongly of the opinion that such provision would be beneficial to the College, and conduce to its efficiency by making the appointments to professorships and to other posts more desirable. It would also be easier to retire officers and others over age and inefficient. The Board recommends the petition, attached hereto as Appendix 'A',* to the favourable consideration of the Honourable the Minister and the Militia Council.

PAY OF SUPERIOR STAFF.

43. Representations were made to the Board by the civil Professors that a more equitable adjustment of salaries was called for, in view of the greatly increased cost of living at the present time, and the increased scales of pay now in vogue at the leading universities of the country.

44. Specific applications were received from the Assistant Professor of Mathematics and from the Professors of English and French, respectively.

45. Mr. H. J. Dawson, Assistant Professor of Mathematics, applied for equal treatment with respect to salary as that accorded the Assistant Professors of Civil

*This appendix has not been printed.

Engineering, Surveying, and Military Topography, who now get from $1,500 to $1,800 per annum, whereas he has served 7½ years from $1,200 to $1,500, and is now getting but the same rate ($1,500) as paid to beginners in the other appointments. His application is appended hereto as Appendix 'B.'*

46. The Board was impressed with the justice of his request, as also of those advanced by the Professors of English and French, respectively. It is of the opinion that the time has come when a re-adjustment is not only deserved by the individuals concerned, but also calculated to conduce to the greater efficiency of the College; since, in the event of vacancies occurring, similar rates of pay would have to be given to new men, as are now applied for by teachers of long service and experience with the cadets.

47. The Board strongly recommends:—

(*a*) That the question of the pay of the civil professors of the staff be given full consideration by the Honourable the Minister and members of the Militia Council, in the light of the present scales of salaries adopted at McGill and Toronto Universities.

(*b*) That the salaries of the Professors of English and French be adjusted to run from $1,500 to $1,800 per annum, instead of from $1,200 to $1,500, as at present.

(*c*) That the Assistant Instructor in Mathematics be placed upon the same footing as to salary, as the Assistant Professors of Civil Engineering, Surveying, and Military Topography, viz.: $1,500 to $1,800.

48. Notwithstanding that the Commandant and Military Professors made no applications for any improvement in their respective positions, the Board is of the opinion that the appointment of Commandant of the Royal Military College deserves special consideration by the Department. The emoluments of this important office are the same to-day as at the date of the establishment of the College, 30 years ago, though the cost of living has increased nearly 40 per cent since that time. The Commandant has many claims upon him, and he should be sustained in the matter of pay in such a manner as to enable him to discharge them with dignity and a liberality befitting the position. The Board considers that an increase of 25 per cent in the emoluments of the Commandant would be no more than is warranted by the additional cost of living, &c., since the present rate of pay was fixed in 1878, and it recommends this for favourable consideration.

RECREATION OF CADETS.

49. As recommended in previous reports, the Board is of the opinion that better means for recreation during the winter months should be provided. The gymnasium is made full use of, but, in addition, out-door recreation is required, and a new building, suitable for a skating rink and drill shed, should be erected. Particularly is a drill shed needed for use in bad weather. The Board recommends that provision be made at an early date for the erection of the necessary building, in order that it may, if possible, be ready for use next winter.

GUN SHED AND ARTILLERY ARMAMENT.

50. The gun shed was visited by the Board and the artillery armament closely inspected. All was found in a fairly satisfactory condition, though it was apparent that with the variety and number of guns, a man to specially look after their cleaning, oiling, &c., is now necessary. The artillery armament has been considerably improved by the provision of one of the new Imperial 18-pr. field guns, which will give the cadets the benefit of up-to-date field artillery instruction, while the 4·7-inch and 3-inch Q.F. guns provide all that is required for garrison work.

* This appendix has not been printed.

51. Some small accessories, such as the automatic sight and cams for the 4·7 gun, are required, although the Board was informed that these had been indented for.

52. The Board would recommend that the 4·7-inch gun, now in a shed in rear of the dormitory, be mounted in Fort Frederick for drill and instructional purposes, as being more convenient.

ENGINEER EQUIPMENT.

53. The pontoons and boat for use in instruction in bridge work, recommended in the report of the Board for 1907, have been provided, but the Professor of Military Engineering urged strongly that one of the new 'Burton' collapsible boats (James pattern) should be supplied, such being more up-to-date. In this recommendation the Board concurs.

(c) COLLEGE GROUNDS AND BUILDINGS.

GROUNDS.

54. The Board desires to draw the attention of the Militia Council to the desirability of improving the grounds about the College. The Royal Military College of Canada should be a place to favourably impress visitors, and this the Board cannot feel is now the case.

55. The repairs along the shore of Navy Bay, recommended in the last two reports, have not yet been done, and the Board repeats its recommendation that a proper, substantial concrete wall be erected all along the water front at the back of the dormitory, for a distance of about 800 to 900 feet. At the time of its visit, the exceedingly high water in Lake Ontario had placed most of the wharves and landings, with their boathouses and out-buildings, under water, and much of the foreshore was in a dilapidated and ill-kept condition. A wall such as recommended would act as a breakwater and prevent the washing away of frontage, &c., as well as provide shelter for the College boats, cutters, &c.

56. The Board would also draw attention to the dilapidated condition of the boathouses which are now not only nearly useless for their purpose, but most unsightly. The provision of proper buildings would not be a heavy charge, and would preserve the College boats, which have, at present, such little protection as to entail a large yearly expenditure upon them for repairs. The Board submits that the care of the grounds and buildings should receive more attention from the Government in the interests of the reputation of the College with the general public.

RIFLE RANGE.

57. The rifle range, which was found suitable and safe, is used by the cadets and occasionally by the 14th Regiment 'The Princess of Wales Own Rifles,' pending the acquisition of another range for the local militia.

GYMNASIUM.

58. The gymnasium was visited and found to be in excellent condition, and replete with the most modern and complete equipment. The sub-target gun recommended last year has been provided and is now in use, though the Board regretted to notice that it was not in proper adjustment at the time of their inspection.

SUBORDINATES' QUARTERS.

59. The Board noted with great satisfaction that steps had been taken to build new quarters for the subordinates of the civil staff. These will consist of 2 rows of 8 self-contained houses each, upon which work was in progress at the time of the Board's visit. When they are completed it is understood that the old buildings will be removed, which will be a great improvement to one side of the College grounds.

STABLES.

60. The new stables are in the same condition as last year, and cannot be made use of until quarters are provided for the men who will look after the horses. It is understood that steps are now being taken to remedy this deficiency.

BUILDINGS.

61. The Board inspected the various buildings connected with the College, and on the whole found their condition to be generally good.

DORMITORY.

62. The dormitory was visited and found in good order. A new system of ventilation has been installed, which appears to work satisfactorily. Such soft-wood floors as required renewal last year have been replaced by hard-wood during the summer of 1907. No complaint was received as to the temperature of the rooms during the past winter. The floors of the lavatories have been concreted.

MAIN BUILDING.

63. The main building was inspected and found in fair condition, the messman's quarters, kitchen, pantries, and cold storage facilities being in fair condition and good order.

64. A new system for the pasteurizing of the milk was also seen. It is not yet in proper working order because the new cooling apparatus is not yet installed. The Board would urge the immediate completion of this important adjunct.

65. The attention of the Board was called to the feasibility of providing additional space for a draughting room by altering a part of the attic in the main building, and it would recommend that the Commandant be authorized to submit an estimate of the cost of the work, for the consideration of the Militia Council.

FIRE PROTECTION.

66. The Board caused the fire alarm to be sounded unexpectedly, and the alacrity shown by the officers and cadets in going to their various posts was most praiseworthy. The hose and fire apparatus appeared to be in good order, and several streams of water were thrown to a good height in a very short time after the sounding of the alarm. The whole question of fire protection to the College, particularly to the buildings in the outer enclosure, has been submitted by the Commandant to Headquarters for consideration, as the protection outside the main or inner enclosure is entirely inadequate. The Board would urge the earliest possible action, in view of the danger in case of fire. It also recommends the provision of a few long ladders to enable the upper storeys of the main building to be easily reached from the outside. A number of portable fire extinguishers of the most modern and approved pattern should also be provided.

TRIP TO OTTAWA—VISIT OF SENATORS AND MEMBERS.

67. The Board would again repeat its recommendation of last year with reference to the desirability of bringing the work of the College more prominently to the notice of Members of Parliament, Ministers of the Crown and other officials at Ottawa, and it would recommend that, if possible, a visit of the cadets be made to Ottawa during the session. If, on consideration, this should appear impracticable, it might be possible to arrange for a certain number of Senators and Members to visit Kingston and there see the cadets at work and exercise. In this way much of the admirable work done at the Royal Military College, not now familiar to our legislators, would become better known and appreciated.

CONCLUSION.

68. In concluding this report, the Board desires to record its appreciation of the assistance rendered by the Commandant and staff in facilitating its various inspections and investigations.

69. The College generally was found to be in a condition of efficiency, the course of study and training mapped out judiciously, and calculated to equip a young man not only with the leading educational requirements for a successful career in almost any calling, but with self-reliance, self-respect and a good physique. The staff of professors and instructors, both military and civil, appeared adequate and thoroughly efficient, carrying out their duties with zeal and conscientiousness.

70. The several recommendations in this report are made with a single eye to the increased efficiency of a national educational institution, the graduates of which, both as soldiers and engineers, in many parts of the Empire and the world, have reflected credit on their country.

71. The Board takes this opportunity of calling the attention of the Militia Council, and the Government, to the fact that ere long an increased importance must accrue to the Royal Military College on account of the withdrawal of the Imperial troops and the assumption by the Canadian Government of the defence of the Dominion. It is not improbable that by the time our population has doubled, it may be deemed expedient to convert it into a Military College purely and exclusively, like Sandhurst and West Point. To the Board it appears more than probable that in the near future, the number of cadets seeking admission will so augment as to make it necessary to provide further accommodation.

72. The College is both an admirable institution and a credit to the Dominion, and, steering a middle course between parsimony and extravagance, it should be upheld and maintained in a manner worthy alike of the good that it is doing and of its high place among Canadian colleges.

Respectfully submitted,

W. D. OTTER, *Brigadier-General,*
Chief of the General Staff.

T. D. B. EVANS, *Colonel,*
District Officer Commanding Military District No. 10.

C. E. W. DODWELL,
Resident Engineer, Public Works Dept., Halifax, N.S.

C. P. CHOQUETTE,
President, College of St. Hyacinthe.

CHARLES F. WINTER, *Major,*
Deputy Assistant Adjutant-General, Acting Secretary.

KINGSTON, ONT.,
30th May, 1908.

APPENDIX D.

REPORT OF THE SUPERINTENDENT, DOMINION ARSENAL.

QUEBEC, January 7, 1909.

To the Honourable,
The Minister of Militia and Defence.

SIR,—I have the honour to report upon the operations of this establishment for the fiscal year ended March 31, 1908.

2. The appropriations voted by Parliament and expenditure during the year were as follows:—

Amount of appropriations for fiscal year ended March 31, 1908	$416,000 00
Amounts refunded	11,344 46
Amount to credit of appropriation, March 31, 1907	4,615 31
	$431,959 77
Amount of expenditure for the fiscal year ended March 31, 1908	$431,890 38
Amount in treasury to credit of appropriations on March 31, 1908	69 39
	$431,959 77

EMPLOYEES AND PAY ROLL.

3. Average number of employees, 362. Total amount of salaries and wages paid, $131,923.87.

QUALITY OF OUTPUT.

4. The following letter shows that the standard of quality has been fully maintained.

OTTAWA, September 9, 1908.

Dear Colonel Gaudet,—

I take much pleasure in writing you, now that the Dominion Rifle Association is over, to tell you that I did not have a single complaint about the ammunition, throughout the whole meeting. This speaks volumes for the excellence of the cartridges this year, for I have no recollection of a similar experience in 25 years, since I have been attending the Dominion rifle meetings. The scoring was high throughout, and the meeting went off very satisfactorily. I thought it only fair to write at once and let you know how much the product of the Arsenal was appreciated, which is proven by the utter absence of complaints.

Yours very truly,

CHARLES F. WINTER, *Major*,
Secretary D.R.A.

Lieutenant-Colonel F. M. Gaudet,
Superintendent Dominion Arsenal.

EXTENSIONS AND ADDITIONS TO PLANT.

5. Considerable delays have occurred in the erection of the new store and office building, and the Department of Public Works is being urged to hasten completion of this work. A new building has been erected for the accommodation of the gas

plant, and it is expected that this plant will shortly be put into operation. It is proposed to heat all the furnaces with gas instead of coal or coke, thus producing better work, and reducing the cost. Electric generators providing an increase of 100 horse-power have been erected. The machinery purchased for the manufacture of Q.F. cartridge cases has been installed, and satisfactory progress has been made in the manufacture of tools and gauges.

SYSTEM OF ACCOUNTS.

6. I had an opportunity of examining the methods of accounting employed in the Imperial Ordnance Factories, while at Woolwich last winter, and our system is being modified accordingly, as far as circumstances will allow, in order that the cost of manufacture may be determined by similar means, and thus afford a closer comparison.

COST OF PRODUCTION.

7. As anticipated last year, the cost of manufacture has increased considerably, with that of raw materials. Wages have also risen, and owing to changes in the tariff our costs have been further increased by our having to pay customs duties amounting to $7,189.57, as reference to the attached balance sheet will show. Troubles have occurred in the manufacture of cupro-nickel, causing losses which at times are considerable. The manufacture of this alloy presents great difficulties, and the subject is receiving serious attention.

RECOMMENDATIONS.

8. The manufacture of Q.F. cartridge cases renders it necessary to provide additional room in the shop where the plant has been installed. It is proposed to move the carpenters and pattern makers for whose accommodation a building in close proximity to the Arsenal is most urgently required.

STATEMENTS.

9. The following statements are submitted:—

DOMINION ARSENAL—BALANCE SHEET, 1907-08.

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
To balance account—			*By production account—*		
For capital (buildings, machinery and tools), on April 1, 1907, as per Capital Account	194,721 52		For articles manufactured and services performed as per Abstract		451,596 09
For stores in stock on April 1, 1907	106,363 96		*By sundries—*		
For semi-manufactures on April 1, 1907	179,361 31		For amounts received and credited:		
		480,446 79	Accounts payable April 1, 1907	10,536 97	
For accounts receivable on April 1, 1907		9,163 17	Materials issued from Arsenal Stores	4,109 38	
To sundries—			Sale of scrap	8,847 57	
For amounts expended 1907-08:			Miscellaneous refunds	1,468 02	
Salaries		20,016 72	Overcharge, maintenance of buildings	395 85	
Wages		111,907 15	Miscellaneous receipts	522 17	
Materials		240,911 44			25,879 96
Machinery		26,612 71	*By balance account—*		
Buildings, additions—			For Capital (buildings, machinery and tools,) on March 31, 1908, as per Capital Account	202,087 48	
Erection of steel shell plant	1,825 78		For stores in stock March 31, 1908	160,187 44	
Installation of iron foundry	4,146 57		For semi-manufactures on March 31, 1908	95,216 11	
		5,972 35			457,491 03
Buildings, maintenance—					
Amount charged to military properties	2,788 26				
" " arsenal vote	2,946 69				
		5,734 95			
Miscellaneous—					
Stationery and postage	323 10				
Cartage	2,636 35				
Travelling expenses	728 88				
Water supply	1,500 00				
Medicines	89 04				
Removal of snow	500 00				
Miscellaneous	21,219 86				
		26,997 23			
For customs duties, without charge to Dominion Arsenal Vote		7,189 57			
For accounts payable March 31, 1908		15 00			
		934,967 08			934,967 08

DOMINION ARSENAL—CAPITAL ACCOUNT, 1907-08—(Buildings, Machinery, Tools, &c).

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
To balance account—			*By sundries—*		
For net capital on April 1, 1907:			For value of Issues written off capital charge:		
Buildings	124,372 50		Steel shell plant		7,000 00
Machinery	69,447 66		By indirect expenditure account:		
Tools	901 36		For depreciation during the year on		
		194,721 52	Buildings	6,826 44	
To sundries—			Machinery	10,615 98	
For erection steel shell plant	1,825 78		Tools	802 18	
For installation iron foundry	4,146 57				18,244 60
For new machinery purchased	26,612 71		*By balance account—*		
For new tools purchased	25 50		For net capital on March 31, 1908:		
		32,610 56	Buildings	116,518 41	
			Machinery	85,444 39	
			Tools	124 68	
					202,087 48
Total		227,332 08			227,332 08

DOMINION ARSENAL—STATEMENT OF LIABILITIES AND ASSETS, MARCH 31, 1908.

Dr. Liabilities.	$ cts.	$ cts.	Assets.	Cr. $ cts.
To net capital	202,087 48		By buildings, machinery and tools	202,087 48
" working capital	255,388 55		" stores in stock	160,187 44
		457,476 03	" semi-manufactures	95,216 11
" accounts payable		15 00		
		457,491 03		457,491 03

STATEMENT OF INDIRECT EXPENDITURE 1907-08.

Expenditure on the following services, not chargeable direct to orders :—		
Salaries of staff		$ 20,016 72
Motive power, heating and lighting—		
Wages	$ 3,142 19	
Materials	7,362 46	
		10,504 65
Maintenance of buildings		5,734 95
Water supply		1,500 00
Removal of snow		500 00
Travelling expenses		728 88
Stationery and postage		323 10
Telephone		89 00
Miscellaneous charges		8,425 93
From Capital Account—		
5% depreciation on buildings	$ 6,826 44	
10% depreciation on machinery	10,615 98	
20% depreciation on tools	802 18	
		18,244 60
		$ 66,067 83
LESS—Amounts taken in relief of Indirect Expenditure—		
Adjustment of account		286 55
Net total		$ 65,781 28

NOTE :—This amount, together with indirect expenditure of each factory, has been distributed as a general percentage on direct labour, in each factory as shown below.

General percentages on direct labour, for the year 1907-8—	
Workshop	72·82
Cartridge factory	72·99
Shell factory	89·08
Rolling mill	105·28
Foundry	172·67
Average rate	106·57

PRODUCTION STATEMENT, 1907-08.

Abstract of the Cost of Work performed.

—	No.	Rate.		Cost.
		$ cts.		$ cts.
Boxes, ammunition, S. A. special	5,533	26	each	1,477 35
" " " " repaired	356	26	"	94 54
" " " G. S., "	2,635	69	"	1,831 13
" " " gallery practice, or blank	1,000	54	"	546 20
" " " " " repaired	159	45	"	72 53
" obturating, pads and discs, 15 and 12 pr.	20	9 77	"	195 47
" projectile, B. L. or Q. F., 12 pr. shrapnel case	2,293	1 04	"	2,384 06
" " " " " " " repaired	2,139	25	"	536 17
Cartridges, small arm, ball, ·303 inch cordite, Mark VI	9,000,300	35 76	1,000	321,879 19
" small arm, ball, ·303 inch cordite, gallery practice, Mark II	500,000	4 17	"	2,085 61
" small arm, blank, ·303 inch, black powder, Mark III	685,000	16 15	"	11,065 33
" " " " " cordite, Mark V	315,000	14 22	"	4,479 61
" B. L. filled, 12 pr., 6 cwt., $12\frac{7}{16}$ oz. cordite, size 5, Mark II	12,034	46	each	5,609 60
Covers, cartridge, canvas, B. L., 12 pr., 6 cwt., $12\frac{7}{16}$ oz. cordite, Mark I	11,034	4 71	100	520 70
Cases, cordite, 100 lbs., Mark I., repairs only	96	36	ach	34 65
" " " " original cost	96	4 40	"	422 48
Handspikes, common, 7 ft	208	84	"	174 81
Levers, pointed No. 1, 5 ft. 6 inch wood, with iron point	3	6 01	"	18 04
" 14 ft. wood, bevel point	20	5 31	"	106 38
" 12 ft. " " "	6	3 36	"	70 30
Ordnance Stores—Repairs of sundry				326 55
Plugs, fuze hole, G. S. with loop, Mark I	17,584	9 73	100	1,711 84
" armoury, converted	10,537	5 41	"	570 38
Ross rifle, inspection				869 78
Rollers, ground: 7 ft. 12 inch diameter, oak, iron bound	8	24 32	each	194 60
8 " 12 " " "	1		"	26 57
6 " 10 " " elm	30	3 64	"	109 46
6 " 6 " " "	12	2 12	"	25 54
3 " 6 " " "	31	68	"	21 20
2 " 8 " " oak, iron bound	16	2 50	"	40 00
Shell, B. L. or Q. F, empty shrapnel 12 pr., Mark VII	12,504	3 31	"	41,456 04
" " " filled " " " "	11,580	3 51	"	40,708 58
Tins, mess, mounted	1,608	22	"	355 90
" " dismounted	15,639	72	"	11,291 96
Tubes, firing puffs, cordite, 6 inch	6	49 32	"	295 94
Wedges, oak, 18 inch	22	1 70	"	37 60
				451,596 09

I have the honour to be, sir,
Your obedient servant,

F. M. GAUDET, *Lieut.-Colonel, R.C.A.*
Superintendent Dominion Arsenal.

APPENDIX E.

INTERIM REPORT OF THE MILITIA COUNCIL

FOR THE

DOMINION OF CANADA

ON THE

TRAINING OF THE MILITIA DURING THE SEASON OF 1907

To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland, in the Peerage of the United Kingdom and a Baronet; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, &c., &c., Governor-General and Commander-in-Chief of the Dominion of Canada.

May it Please Your Excellency:

The undersigned has the honour to present to Your Excellency an interim report on the training of the Militia of the Dominion of Canada, during the year 1907; to be embodied at a later date in the Report of the Militia Council for the year ending March 31, 1908.

Respectfully submitted,

F. W. BORDEN,
Minister of Militia and Defence.

Department of Militia and Defence,
Ottawa, April 1, 1908.

PREFACE

1. While the new system by which the official year ends on March 31, instead of, as formerly, ending on June 30, has advantages for the Militia Service, yet it involves the drawback, that if the report of the Militia Council on the training carried on in the summer camps be delayed until the next official report of the Militia Department is laid before Parliament, the criticisms offered will largely have lost their value. For example: the report on the training carried on in the summer of 1907 will, in the ordinary course, form part of the report to Parliament on the financial year ending March 31, 1908, which report will hardly be published until at the earliest, November, 1908. By that time, not only will the training reported upon have been finished, practically some fifteen months before, but another training season, that of 1908, will have intervened, and any comments made on the former would obviously have lost their force.

2. It has, therefore, been decided to publish, in advance of the regular annual report of the Militia Department, the following interim report, which deals especially with the Annual Training of the Militia and the work performed in the Annual Camps of Instruction during the training season of 1907.

ANNUAL CAMPS.

3. As in former years, a special "Memorandum for Camps of Instruction" was published for the guidance of the troops attending camp in 1907. It was made fuller than before and amended on points where experience had shown it to be desirable.

4. In regard to the training and the allotment of time, greater latitude was given to camp commandants, while more attention was directed to musketry and "judging distance" practice. The Memorandum was generally followed, and was found to work satisfactorily. The administration of the camps was, on the whole, well carried out. The dates fixed for camps in the various Districts corresponded to those of the previous year, and appeared to be generally convenient. It is hoped that the system of always having camp in each District upon practically the same date each summer will now be accepted as a general rule, so that all corps who go into camp can know, even before the Militia Order authorizing the camps is published, upon what dates they will be expected to attend.

5. The numbers present at the annual camps, though equal in actual numbers, did not reach the high percentage attained in 1906, but in view of the great expansion of trade throughout the country, and the consequent demand for labour, the attendance was certainly good, and better than in previous years.

6. The regulations which require the submission of copies of the Service Rolls to district headquarters some days previous to camp are still unpopular with commanding officers, who allege that they interfere with their bringing a full muster to camp. Endeavours have been made to abolish all restrictions which could fairly be held to interfere in any way with recruiting, whilst wide latitude as to the numbers enrolled was allowed to squadron, battery and company commanders. There is little doubt that these regulations, by tending to prevent the bringing of undesirable

men to camp, are, on the whole, advantageous, even though at the cost, possibly, of some inconvenience.

7. New regulations in regard to efficiency pay were introduced for the Annual Training of 1907. Those previously in force had been open to the criticism that they gave no guarantee that the recipient of efficiency pay would be an efficient soldier, in the sense of being acquainted with his duties. The new regulations imposed qualifications which required, in general terms, that all men, with few exceptions, should attain a certain minimum standard of proficiency,—in the Cavalry and Infantry, at rifle practice; in the Artillery, at Artillery drill and training, and in the other arms a corresponding acquaintance with their special work. Commanding officers were required to certify that non-commissioned officers were conversant with their duties as such.

8. The imposition of these requirements gave promising results, and, undoubtedly, tended largely to raise the standard of rifle shooting, and military training, generally. While, no doubt there were some evasions of the regulations, yet, on the whole, they were observed and the majority of the men qualified satisfactorily. In some cases company officers failed to realize their responsibility for seeing that the men under their command had every opportunity afforded them of qualifying. It rests with the company commander to set a good example by making himself a good shot, by helping to teach his men, and by seeing that every man gets proper facilities for qualifying himself as efficient. The officers who failed to realize their responsibility were, fortunately, few.

9. There still exists a deficiency of qualified subaltern officers and competent section commanders, which is much to be regretted. Unqualified officers do not appear to take advantage of the special opportunities afforded them for qualifying while at camp.

10. The conviction of the Militia Council that, so soon as it is financially possible, the period of training of the militia should be extended, must again be recorded. Men cannot be expected to learn even the elements of their work in 12 days.

11. As last year, the Young Men's Christian Association again did excellent work in the various Camps, and by their efforts added much to the comfort of the troops. The Militia Council desire to record their warm appreciation of that work.

CAMP GROUNDS.

Petawawa.

12. Much progress was made during the year in the adaptation of the Central Camp Ground at Petawawa to its extended use by the troops, and excellent work in that connection was done by the Royal Canadian Engineers. The acquisition of the properties included within the camp area made considerable and satisfactory progress. Those properties were acquired by mutual agreement between the owners and the Department without recourse to expropriation. Some few owners still remain to be dealt with.

13. The water supply was largely extended, and, as last year, the water proved to be of excellent quality and entirely free from contamination. During the occupation of the camp, in the month of August, by the Permanent Force, several cases of enteric fever made their appearance. They did not spread through the camp, and a careful and exhaustive enquiry showed that, in all probability, they were due to impure milk, bought in the neighbourhood. Special precautions will be taken to meet this danger in future camps.

14. It is highly desirable that a complete system of drainage should be established for the permanent portion of the camp ground. Plans have been drawn up and it is in contemplation to commence work at an early date.

15. The existing artillery ranges are satisfactory, but have the drawback that artillery and rifle practice cannot be carried on with safety at the same time. And,

further, the field batteries which practice at Petawawa are beginning to know the ground rather too well. New ranges are, therefore, required, and steps have been taken to open them up to the west of the railway.

16. Two great needs of the camp are better provision for the recreation of the men after work hours, and the prevention of dust. Certain areas have accordingly been set aside for recreation grounds, and a considerable portion of the space occupied by the tents has been seeded down to grass.

17. The troops using the camp suffered much from poor railway accommodation, and the many delays in transit. These latter were mainly attributable to shortcomings of the railway management, and it is to be regretted that representations to the railway authorities failed to secure any appreciable amelioration. A considerable extension to the siding accommodation in the camp is contemplated.

18. The lack of adequate accommodation for musketry still continues at some camps. Difficulties in connection with expropriation prevented the range which had been selected near Kingston from being got ready in 1907 for the troops in camp, who were, therefore, obliged to fire their course entirely with gallery ammunition.

19. The militia properties available for training purposes at Niagara and London are still quite inadequate to the number of troops who assembled there. Extra land is now being acquired at Niagara, so that the usefulness of this historic camp ground for the training of the militia will be greatly enhanced.

20. The troops of Military District No. 4. trained at Petawawa. Owing to the late winter, however, the work of preparing the camp was seriously delayed and as a consequence the camp ground was rather cramped, and the comfort of the troops suffered thereby. This will not be the case in future. The camp of the Eastern Townships Cavalry Brigade was this year held at Granby, mainly on account of the rifle range available at that place. Apart from this advantage, the site available was too restricted to be satisfactory for cavalry work, and the railway accommodation cannot be described otherwise than poor.

21. The camp ground and range at Three Rivers are fairly satisfactory. A portion of the former has, however, been cut off by enclosures, and the brush is growing up rapidly. These matters are receiving attention.

22. At Lévis, the hollow which formerly existed in the middle of the camp ground has been filled up, to the general advantage of the camp. The camp at this place has always hitherto been pitched in too small a space, with the results of undesirable overcrowding. It was intended that in 1907 the tents should cover a much larger area than before, and extra ground for training purposes was cleared, to compensate for the diminution of the parade ground in front of the tents. Officers in command, however, proved disinclined to take their men beyond the camp precincts for drill, with the result that the parade ground was much overcrowded and the training of the troops suffered. The Department owns a considerable amount of land in the neighbourhood, and it will probably be necessary to reclaim some of the land at present under lease, or, at any rate, obtain the power of manœuvring over it during the camp period.

23. Sussex camp has been much improved by the clearing away of brush, and the levelling of the ground on which it stood. It is still small for the number of troops encamped there. The new rifle range has been a great advantage.

24. The camp ground at Aldershot proved, as last year, an excellent site, which, as the ground is gradually cleared, will go on improving. In time it also will require extra space, and the uncleared land adjoining it should be acquired.

TRAINING—ACTIVE MILITIA.

GENERAL.

25. The course of training for the Active Militia during the summer of 1907 was more fully carried out than probably ever before. In laying down the system of

training, attention was devoted almost exclusively to the essential portions of the training manuals, omitting all movements which were not generally useful for manœuvre in the field. This system has worked well, and has resulted in greater attention being paid to the true objects of drill.

26. During the drill season 18 regiments and 1 squadron of cavalry, 53 rural infantry regiments, 24 batteries of field artillery, 3 field companies of engineers, 11 companies of army service corps and 15 field ambulances were trained in camps. Of the city corps 40 regiments were trained at their local headquarters. The interest taken in musketry and rifle practice continues to increase. With the exception of Kingston camp, all troops in camp fired a course with service ammunition. Commanding officers generally have recognized the importance of systematic instruction and have helped the camp staff in every way. "Judging distance" practice has been carried out. As a result of the increased attention shown, the musketry efficiency of the militia has much improved.

27. Subtarget guns and miniature ranges were widely used for the instruction of recruits and poor shots, with excellent results.

28. The weak feature of the militia force still remains,—the deficiency in officers who are leaders of men. It is noticeable that the type of man in the ranks is, as a rule, high. He has much intelligence and aptitude for military work, but too often his officers and non-commissioned officers are not equally well qualified to lead him. In this respect, however, some improvement upon the conditions of last year were noticeable. It is largely upon the recognition by squadron and battery officers of the fact that they alone are responsible for the training of their commands that all true efficiency must rest.

CAVALRY.

29. The work of the cavalry has shown a marked improvement during the period under review.The separate syllabus of training for 1st and 2nd year men were followed closely and with satisfactory results. Musketry and "judging distance" practice were carried out with zeal and intelligence, and cavalry officers generally are beginning to take much interest in this important part of the training of modern cavalry. The scouting and reconnaissance work showed an improvement upon that of last year, but much practice is still required.

30. The condition of the arms and saddlery left a good deal to be desired, and in the 3rd Cavalry Brigade no field forges were brought to camp. This is a serious mistake. No cavalry regiment which cannot shoe its own horses can be fit to take the field.

31. The horses brought to camp were about the same as in the previous year. There is still room for improvement in this respect.

32. There was some improvement in the number of officers absent from training, but there were still far too many who were not present on the day of inspection.

33. Twelve days is too short a period for the training of mounted troops. If a longer training period cannot be allowed generally, that allotted to the cavalry should be increased to the 16 days already allowed for the artillery.

ARTILLERY.

34. The advantages derived from the central training camp at Petawawa are apparent in the improvement of all artillery batteries and companies which have trained or fired their practices there during the past three years. During the summer of 1907, 5 brigades and 1 battery of field artillery did the whole of their training at Petawawa, where great assistance was given them by the staff of the Artillery School. Artillery training has gradually come to be of a very intricate character, and without good service ranges, such as those at Petawawa, efficiency of the artillery arm could hardly be looked for. Fire effect, alone, is the artillery aim and object, and consider-

able improvement in this respect is noticeable. Telephones were this year successfully used in the field at practice.

35. While the fire discipline is rapidly improving, there does not appear to be the same improvement in mobility, which is also highly important. The riding was generally very fair, but the manœuvring in many instances not nearly so good, thus showing the need of more practice over uneven ground.

36. The horsing of the artillery in 1907 was rather better than in the previous year, except in the case of the Nova Scotia batteries, which still continue to find a difficulty in obtaining suitable animals.

37. An important need of the artillery arm is the better training of officers commanding batteries in ranging and the method of obtaining fire effect. Ranging is generally carried out far too slowly. Greater attention might with advantage be paid to the training of gun-layers, fuse setters and telephone specialists. The four days additional training allowed to the artillery had valuable results.

ENGINEERS.

38. The engineer companies of the Active Militia worked uniformly well. They suffer under the difficulty of having much to learn, and too short a time to learn it in, even more than the other arms do. The time available is also shortened by the necessity for unpacking, checking, and repacking the material on charge.

39. A tendency is observable to employ the engineer companies too much on works in connection with the camp rather than in their own special training. It is to be remembered that engineers are not skilled labourers provided to carry out construction work in camp, though they may, of course, be utilized in case of emergency. They are sent to camp in order to be trained in engineer duties for the field, and they should not be taken away from learning those duties.

40. The good work done by the Dalhousie Engineer Cadet Company in connection with the annual mobilization of the Halifax garrison deserves a word of commendation.

INFANTRY.

41. The training of the infantry is improving, but much remains still to be learned. The essential point of all infantry training is the development of the power of "leading" in the officers, and of discipline, self-reliance, and the intelligent use of the rifle on the part of the men.

42. As camp commandants have become more accustomed to the modern system of training, it has been found feasible to allow them more discretion in the allotment of time to the several subjects laid down in the Syllabus. The freedom of action thus allowed has worked well, especially where the brigade commanders have been well up in their work.

43. The efficiency pay has been the means of increasing the interest of all ranks in the use of the rifle, and has thereby added greatly to their efficiency. Company officers have been encouraged to shoot with their companies and to assist their men at practice. All company officers should know how to teach their men to shoot and be themselves able to make, at least, a fair score at the targets.

Advanced guards, scouting and outpost duties were as usual too little practised by the infantry arm.

As regards equipment, the dress of the infantry is deserving of attention. If it were possible to introduce the service dress for all rural corps it would be a distinct advantage. More attention on the part of company officers to the quality of boots which the men bring to camp is much required. There is probably no regiment in the country which could perform a week's march with the boots which the men were wearig.

44. Composite battalions, made up from city corps, attended at the camps in Western Ontario and in Nova Scotia with distinct advantage to their outdoor efficiency. It is a pity that more city corps do not take advantage of these opportunities.

45. In order to give every facility to enable officers of the Active Militia to qualify for their rank, provisional schools were authorized during the year at the following centres:—

Woodstock,	Montreal,	Cobourg,
Stratford,	St. Thomas,	Quebec,
Goderich,	Belleville,	Winnipeg,
Barrie,	Edmonton,	Grenfell,
Regina,	Toronto,	St. Catharines.

In addition, courses of instruction for provisional officers were held at all camps where officers desired to present themselves. But as a rule only a few officers had taken the trouble to read up beforehand and so there were many failures.

DEPARTMENTAL CORPS.

46. With few exceptions the units belonging to these corps worked well and gave satisfaction. In these small units the commanding officer is everything, and on him mainly depends the success or failure of the unit in carrying out its work. The results obtained in camp were generally creditable and the system of allowing the Army Service Corps to be responsible for the slaughtering of animals and baking of bread should be extended as widely as possible. The Medical units, with but one or two exceptions, were efficient. The sick were well looked after. The Army Pay Corps proved itself of much value in facilitating the preparation of the pay-rolls of the troops, the issue of pay and efficiency pay, and preventing unauthorized charges.

FIELD DAYS.

47. Successful field days were held at several camps, notably Niagara, but in some cases the best use was hardly made of the opportunity, mainly owing to want of experience on the part of camp commandants and the camp staff. In some camps too the lack of available ground prevented the holding of field days. As remarked last year, the difficulties brought to light at these exercises show the necessity for affording senior officers opportunities for drawing up plans for field days and for practising the handling of troops.

CITY CORPS.

48. As already remarked, it is to be regretted that so few city corps availed themselves of the opportunity to form composite battalions and attend for some days in camp. The remarks made in regard to the training of the rural corps apply generally to the city corps, though the city corps officers are generally better up in their ceremonial work. Successful field days were held by some city corps on Thanksgiving Day, especially in the Dundas Valley, near Toronto, on which occasion practically the whole of the city corps of Military District No. 2 attended the manœuvres. The city corps of Halifax also turned out for the annual mobilization of that Fortress and did excellent work, showing commendable keenness and knowledge of the ground.

It is much to be regretted that the contemplated field day for Montreal had to be abandoned on account of the weather, and that the city corps at Ottawa were unable to get a sufficient attendance to hold a field day.

49—RETURN SHOWING NUMBER OF OFFICERS AND MEN OF THE ACTIVE MILITIA TRAINED DURING THE YEAR, 1907.

	Establishment.			Number Trained.			Untrained.		
	Officers.	N.C.O.'s and Men.	Horses.	Officers.	N.C.O.'s and Men.	Horses.	Officers.	N.C.O.'s and Men.	Horses.
District camps.									
London	282	2,999	166	200	2,056	86	82	943	80
Niagara	570	5,965	1,479	406	4,358	1,127	164	1,607	352
Kingston	291	2,828	910	224	2,034	657	67	794	253
Petawawa	222	2,959	967	157	2,112	821	65	847	146
Three Rivers	199	2,061	137	119	1,568	86	80	493	51
Granby	198	2,051	1,612	134	1,587	1,443	64	464	169
Lévis	289	3,236	217	216	2,331	144	73	905	73
Sussex	216	2,387	563	173	2,153	494	43	234	69
Aldershot	359	3,878	829	287	3,356	613	72	522	216
Winnipeg and Balgonie	110	999	854	86	733	619	24	266	235
Esquimalt, 5th Rgt., C.A.	24	350	3	19	261	.....	5	89	3
Charlottetown	78	864	92	73	861	90	5	3	2
Calgary	88	729	686	70	578	556	18	151	130
	2,926	31,306	8,515	2,164	23,988	6,736	762	7,318	1,779
Local Headquarters.									
W. O. Command	386	4,676	93	314	4,392	92	72	284	1
E. O. Command	206	2,431	107	177	2,106	94	29	325	13
Quebec Command	403	4,769	565	306	4,398	434	97	371	131
M. P. Command	154	2,012	23	124	1,669	21	30	343	2
M. D. No. 10	60	667	10	43	526	5	17	141	5
M. D. No. 11	54	645	5	50	496	5	4	149	.....
	4,189	46,506	9,318	3,178	37,575	7,387	1,011	8,931	1,931

TRAINING—PERMANENT FORCE.

50. In the report of last year it was remarked that the efficiency of the Permanent Force would gain greatly if a specific period could be set aside for the more advanced training of the units themselves, and regret was expressed that it had been found impracticable in 1906 to assemble them for the purpose at Petawawa. Hitherto they have been expected to train the units of the Active Militia in the higher branches of military science without having had any opportunity of practically studying these branches themselves. Considering these drawbacks, the results obtained have been highly praiseworthy, but there can be little ground for surprise that the Permanent Force should occasionally have fallen short of what was expected of it.

51. In 1907 the Militia Council found themselves in a position to assemble practically the whole of the mobile units of the Permanent Force at Petawawa Camp for training. It was the first occasion in their history in which the several arms and units of that force had had the opportunity of working together, and thus learning their business, not only as separate branches of the service, but as component parts of an organized military force. In a military sense it is impossible to overestimate the value of this training, of which full advantage was taken by the troops concerned.

52. The units assembled were: "A" and "B" Squadrons, Royal Canadian Dragoons; "A" and "B" Batteries, Royal Canadian Horse Artillery; a Heavy Battery, Royal Canadian Garrison Artillery; No. 2 Company, Royal Canadian Engineers; a battalion (8 companies) Royal Canadian Regiment, and detachments of Permanent Army Medical Corps, Permanent Army Service Corps and Canadian Ordnance Corps.

53. The first object aimed at was to enable units to complete their annual squadron, battery or company training on ground suitable for up-to-date training, which

unfortunately was not to be found at any of their own stations. The second object was to follow up this individual training with a more advanced course of combined training and field operations than had hitherto been possible. One squadron, Royal Canadian Dragoons, and one battery, Royal Canadian Horse Artillery, marched to camp by road, thus gaining useful experience. The distance, and consequent length of time involved, prevented this course from being followed by the other units.

54. The course of training included—

(1.) Service of security: advance and rear guards and outposts by day and night, under service conditions; encampments and bivouacs.

(2.) Reconnaissance and scouting by cavalry and infantry.

(3.) Convoys and marches.

(4.) Fire-discipline and field operations of all arms in combination.

(5.) Field-firing operations, all arms.

55. There can be no doubt but that this training proved a decided success and resulted in a marked improvement in the general efficiency of all branches of the Force. Much keenness and interest were shown in the field operations, which enabled the different arms to study each other's methods of work and systems of organization, and to consider how best to obtain mutual co-operation on service in the field.

56. The Royal Canadian Dragoons were of good physique, intelligent and well mounted. They worked well, notwithstanding the handicap of a small establishment and want of ground for training at their home stations. The importance of horsemanship was, perhaps, hardly enough appreciated.

57. Distance will always militate against the Royal Canadian Mounted Rifles being trained with other units of the Permanent Force. The squadron, however, made good progress during the year and carried out useful training.

58. The Royal Canadian Horse Artillery showed great improvement over the previous year. They were well horsed and for the first time the two batteries had the opportunity of working as a Horse Artillery Brigade. Naturally, a few mistakes occurred, but real progress was also made. Their gun practice, carried out under service conditions, also showed marked improvement, though a little tendency towards too deliberate methods was noticeable.

59. The Royal Canadian Garrison Artillery (Heavy Battery) did excellent work both in their own training and as instructors to the heavy batteries of the Active Militia. The coast defence companies at Halifax showed great keenness and a marked improvement in their knowledge of their important work.

60. The Royal Canadian Engineers at Petawawa were necessarily employed mainly in the development of the camp, civil labour being difficult to obtain, and as a consequence were not able to take full advantage of the presence of the other arms at the camp to practise combined training. They were, however, brought out for combined field operations whenever possible. They were organized as a complete company, and did their work with keenness and intelligence.

61. The Royal Canadian Engineers at Halifax went through a complete course of training during the summer, and their work, at the experimental mobilization on November 1, especially as regards electric light work, showed excellent results.

62. The Royal Canadian Regiment, which as a rule suffers more than any other corps of the Permanent Force from being split up into detachments, profited greatly from the training it received at Petawawa, where, for the first time since 1894 and the second time in its history, the regiment was brought together and exercised as a complete unit.

63. The men were of fine physique, steady under arms and well drilled; the non-commissioned officers generally were intelligent and well selected. The officers, with some conspicuous exceptions, were not proportionately quite so efficient, and showed some disposition to look upon the training as unnecessary trouble. However, as the work went on, a real interest began to be established, and before the end of the training a creditable degree of efficiency was obtained.

64. The training of the Departmental Corps—the Permanent Army Medical Corps, Canadian Army Service Corps and Canadian Ordnance Corps—differs to some extent from that of the combatant branches of the service in that the carrying out of their ordinary duties in peace is in itself a more practical training for war than can be the case with the other arms.

65. The work performed by all these corps has been uniformly good, and their organization has made satisfactory progress; more especially in the case of the Canadian Ordnance Corps. There is still noticeable, however, in all departmental corps a tendency to consider their interests distinct from, instead of identical with, those of the rest of the service.

66. The organization of the Canadian Army Pay Corps has made progress and much useful work has been accomplished in introducing system into the pay arrangements, examining accounts which it had not previously been possible to check, and, generally, ensuring prompt payments and prevention of waste.

SIGNALLING.

67. During the training season of 1907 instruction in signalling was well carried out by the Signalling Staff and Signalling Corps.

68. With one exception all officers of the Signalling Corps are now qualified, and the majority of the non-commissioned officers and men of the District Sections hold certificates.

69. The garrison signalling classes were well attended and the number of certificates issued was far in excess of that of previous years.

70. The new Signalling Establishments authorized by General Order 58 of 1907 are already having the effect of giving greater permanency to the Signalling Sections, with the accompanying result of greater efficiency.

71. The practical instruction given to the signallers of the permanent units at Petawawa had excellent results. The country for many miles round was reconnoitred in a signalling sense, and intercommunication established. There is still room for improvement, however, in the signalling of these corps, and commanding officers should devote attention thereto.

72. As regards general efficiency in signalling in the Permanent Force. The following stood first in their respective arms: the Royal Canadian Mounted Rifles; "A" Battery, Royal Canadian Horse Artillery; No. 3 Company, Royal Canadian Garrison Artillery, and "I" Company, Royal Canadian Regiment.

73. In the Active Militia, the 77th Wentworth Regiment (a rural corps) again headed the list for general efficiency in signalling, while the 8th Regiment, "Royal Rifles," was second, and the 66th Regiment, "Princess Louise Fusiliers," was third.

74. Of the Signalling Corps, No. 3 Section (Kingston) stands first, with No. 12 (Charlottetown) second.

75. As regards signalling in the artillery, the marks allowed for it in the general efficiency competition have proved a great incentive to proficiency in this very important branch of artillery work. No. 3 Battery of the 2nd "Montreal" Regiment, Canadian Artillery stands first, the 13th "Winnipeg" Field Battery, second, and No. 1 Company, 3rd "New Brunswick" Regiment, Canadian Artillery, third, in this respect.

76. Rural corps showed considerable improvement over previous years in semaphore signalling. The following corps were the best at their respective camps:—

Niagara	77th Wentworth Regiment.
Kingston	5th "Princess Louise Dragoon Guards."
Granby	7th Hussars.
Three Rivers	64th "Chateauguay and Beauharnois" Regiment.
London	30th Regiment "Wellington Rifles."

Lévis, P.Q. . . . . 92nd Dorchester Regiment.
Sussex, N.B . . . . . 74th Regiment "The Brunswick Rangers."
Charlottetown. . . . . 82nd "Abegwait Light Infantry" Regiment.
Aldershot. . . . . 78th Regiment "Highlanders."
Petawawa. . . . . 56th Grenville Regiment "Lisgar Rifles."

77. The signalling Section of the Mount St. Louis Cadet Corps, Montreal, deserves special mention. It is hoped that other Cadet Corps will follow the example thus set.

MUSKETRY.

78. The usual courses at the School of Musketry at Rockliffe were carried out by the instructional staff with zeal and thoroughness. and with much benefit to the officers and men attending them. It is still to be regretted that more corps of the Active Militia cannot send officers to take a course at the school. The benefit to the shooting of a corps which accrues from being able to command the services of a specially trained officer is very considerable.

79. Sub-target guns and gallery ammunition were very generally used, both at the School and at all camps, for the instruction of recruits and poor shots, with most beneficial results.

APPENDIX.

80. Appended is the Report of the Inspector-General for the year ended December 31, 1907.

E. F. JARVIS,
Secretary, Militia Council.

DEPARTMENT OF MILITIA AND DEFENCE.

OTTAWA, November 16, 1907.

From the Inspector-General, Canadian Militia,
To the Secretary of the Militia Council.

SIR,—

1. I have the honour to report, for the information of the Honourable the Minister in Militia Council, that I relinquished the duties of Adjutant-General upon the 15th April, and assumed those of Inspector-General upon the 1st day of May, of the present year.

2. I believe it is the custom of the Army Council in England to treat the report of the Inspector-General as a confidential document, one for the information only of the Council.

3. Since the establishment of the office in Canada, however, the Inspector-General's reports have formed a portion of the Annual Militia Report.

4. Assuming that this custom is to be continued, I have adopted the practice, at the close of an inspection, of forwarding a report upon such inspection to Council.

5. It must be evident that, if an Inspector-General's Reports are to have any value, they must call attention to defects and shortcomings, both of personnel and matériel, condition of fortifications and of armament, &c. All matters to which, although it is highly important that the attention of the Council should be called, it is equally important should not be published for the information of the general public, and possibly for the edification of other military forces. I shall, therefore, limit this, what I

may term, general report, to such matters as may, without detriment to the interest of the service, be made public, having dealt with all others in the reports previously referred to.

PERMANENT FORCE.

6. I have inspected the different permanent units and the Schools of Instruction based thereon, other than those at Winnipeg and Esquimalt, and "B" Battery Royal Canadian Horse Artillery, and including the troops forming the garrison at Halifax, as also the fortifications and armament at that station. As the result of these inspections has formed the subject of special confidential reports to Council, but brief reference to them will be necessary here.

7. I found the different units, with one exception, in a state of efficiency; but too much of the instruction in the Schools, in some instances, was left to the non-commissioned officers and too little part taken in it by the officers. The attendance of officers and non-commissioned officers for instruction was very small, and, evidently, for some reason, the officers of the militia do not avail themselves, to anything like the full extent, of the means of instruction provided for them at the Schools of the different arms. I must except from these remarks the School of Infantry at Quebec, which had a very large number both of officers and non-commissioned officers undergoing instruction.

8. Both Corps and Schools were hampered by the great difficulty in obtaining recruits and by the large number of desertions and of men discharged by purchase; these causes rendering them all below the authorized strength, and necessitating an undue proportion of non-commissioned officers, who would otherwise have been available for the instruction of the Active Militia, being employed in the instruction of recruits.

9. The difficulty in obtaining recruits and the enormous amount of desertion must be attributed to other causes than the question of pay, as the Canadian soldier on enlistment is to-day the most highly paid in any service in the world, receiving as he does, $15 per month, against $13 per month in the United States army. The condition of affairs, however, in the labour market is now undergoing so great a change and is likely, in the near future, to undergo so much greater a change that I do not anticipate any difficulty in getting a sufficient number of able-bodied men to fill the ranks of the Permanent Force for some years to come.

10. It would appear to be necessary, if these corps are to efficiently carry out the primary reason for their existence, *i.e.*, the instruction of the Active Militia, to materially add to the number of 'non-commissioned officer' instructors attached to them, in order that a sufficient number of competent instructors may at all times be available for the instruction of the militia, both in camps and at local headquarters.

11. At my inspection of the Infantry School at Quebec, I found but two instructors, capable of correctly imparting instruction in the French language, available for the instruction of the entire French-speaking militia of that province.

SCHOOL OF MUSKETRY.

12. I inspected the School of Musketry, and found excellent work being done by the acting commandant, his adjutant, and a staff of very capable 'non-commissioned officer' instructors.

13. Excellent instruction was being given, in their own language, to the attached officers and non-commissioned officers speaking French.

ARMS AND EQUIPMENT.

14. As regards the cavalry, the arms and equipment cannot, I think, be considered satisfactory. Two of the principal duties of cavalry are scouting and pursuing. To do these duties well, it is often necessary to ride at speed over rough and broken country. As the cavalry are equipped at present, this is simply impossible. In support of my view, I quote the following from the pen of that well-known German writer,

Major Balck, of the German General Staff: 'Cavalry will never obtain great success with their rifles, but only when mounted, by utilizing their great speed, &c.' And again: 'If Von Bredow's cavalry at Mars la Tour had possessed a long-range rifle and had dismounted to fire, they would scarcely have stopped a single infantry regiment, whereas, by their so-called death ride, they stopped the advance of an army, and Von Moltke calls this the greatest cavalry combat of the war.'

15. Not only for the Permanent Corps, but for all cavalry, sword and carbine, or sword and pistol, would appear to be far more suitable arms than the long rifle with which they are at present equipped.

16. There is lack of uniformity in saddles, bits, &c., which, it is submitted, should be all of one uniform pattern. The full-dress head-dress is probably, with the exception of the 'Albert' hat, the most hideous head-dress that has been issued to soldiers. A smart helmet with plume would appear to be a more suitable head-dress.

17. In regard to the artillery, *the report of the inspector of that arm attached hereto, deals fully with all matters of its armament and equipment, and that of the other arms calls for no special comment in this report.

COMBINED TRAINING.

18. For the first time since their formation, all the different arms of the Permanent Force had the very great advantage of being trained together in the camp of instruction at Petawawa, and of carrying out, for the first time in their history, the combined training of all arms in a series of tactical exercises under the supervision of a carefully selected and able staff. The result of such training is so apparent that it is to be hoped that it will be carried out each year in future.

ACTIVE MILITIA.

19. By arrangement, the Chief of the General Staff inspected the cavalry camp at Granby, and the camps at Petawawa, Three Rivers and Lévis. The results of these inspections have been submitted from time to time to the Militia Council.

20. I inspected the camps at London, Niagara, Kingston, Sussex, Charlottetown and Aldershot, and, with scarcely an exception, I found these camps models of neatness and good order, the sanitary and police arrangements excellent, the canteens conducted in strict accordance with the regulations, and not a single case of drunkenness came to my notice.

21. The instructions for training laid down by the Council were strictly carried out, so far as the conditions of the weather permitted, and the result was highly satisfactory, considering the very short space of time that can be devoted to actual instruction in a camp which lasts only twelve days. Deduct the day of arrival, the day of departure, and one Sunday, and, making no allowance for bad weather, there remain but nine days for the actual training of the soldier.

22. With the exception of the troops in the maritime provinces, all corps were greatly under strength, and had a far too great proportion of recruits, or first-year men, in their ranks, the proportion being from fifty to seventy-five per cent in Ontario, and from thirty to forty per cent in other provinces. In many instances, the physique was indifferent, many boys, apparently under the prescribed age, being in the ranks.

23. The deficiency in numbers and the enormous proportion of recruits was attributed, by commanding officers, to the drift from the older provinces to the Northwest of large numbers of young men, and to the great demand for labour; but, making every allowance for these two reasons, it seems inconceivable that from fifty to seventy-five per cent of the strength of a corps should disappear between the trainings of 1906 and 1907, and I think that no other conclusion can be arrived at than that much of the shortage is due to the dislike of captains of companies to enforce the law and to compel the attendance of men whose names are on the service rolls.

*Not printed.

24. This condition of affairs does not prevail, to anything like the same extent, in the maritime provinces, where the physique of the men is better and the ranks are better filled; there are fewer boys in the ranks, and, in some instances, the ranks of the cavalry corps could be filled twice over. It would almost appear that the service is more popular in the eastern than in the western portions of the older provinces of the Dominion.

25. The great utility of that recent addition to the force, the Army Service Corps, was very apparent at all the camps I inspected, and at one (Aldershot, N.S.) the entire food supply of the camp, as well as all necessary camp transport, was very satisfactorily carried out by this corps.

26. The camps of training in western Canada were held at Winnipeg and Calgary. The former was inspected by the District Officer Commanding Military District No. 10, and the latter by the District Officer Commanding the newly created District No. 13. The reports of both these officers are highly satisfactory.

READINESS FOR WAR.

27. One of the duties laid down for the Inspector-General is to report on the fitness for war of the forces of the Dominion; the object of the training of all troops being to fit them for the real business of war. I have endeavoured, therefore, to ascertain, as far as possible, not only the actual present condition of the troops, but to arrive at the amount of additional training that they would require before they would be in a fit condition to take the field with an average prospect of success against the disciplined forces of a civilized nation. It may be considered that, in so doing, I am trespassing on the duties of another officer. I trust, however, that this is not the case, as I am endeavouring to report, not upon the method of training, but upon the result of training, and I believe the following periods of time will be found to be correct. I presume, of course, that all necessary clothing, arms and equipment are available, and that the ranks of all corps are brought up to their full war strength by voluntary enlistment or by ballot, or by a combination of both, and that the ranks having been so completed, they are carefully trained by competent instructors in camps of instruction for the specified periods:—

(1) Cavalry—
One month to ninety days.
(2) Artillery, field and garrison—
Ten to thirty days.
(3) Infantry corps in large cities—
Seven to thirty days.
(4) All other infantry—
Thirty to ninety days.

28. History teaches that armies of recruits, led by veterans and officered by experienced soldiers, make excellent fighting material; in proof of which assertion, I quote Napoleon's campaigns of 1813 and 1814 (it is true that they ended disastrously for the Empire, but that they so ended was due to no defects or shortcoming on the part of the French armies, but to other causes familiar to the students of history); also the Waterloo campaign, in which the British army was composed largely of recruits and drafts from the militia, officered by veterans of the Peninsula war. On the other hand armies composed of inexperienced men led by inexperienced officers are worthless as fighting organizations.

29. Men, individually brave, massed in undisciplined bodies, under inexperienced commanders, are often weak in courage and become mere frightened animals, seeking safety in flight.

30. As an instance of this, I would cite General Sherman's remarks upon the troops engaged in the first invasion of the Southern Confederacy, which terminated in the, for them, disastrous battle of Bull's Run, all of which troops had had from

sixty to ninety days' training in camps of instruction: 'We had good organization, good men, but no cohesion, no real discipline, no respect for authority, no real knowledge of war.'

31. As a matter of history, it took two years before the armies of the North had reached such a condition that they could be classed as disciplined and efficient troops.

32. The blood and treasure spent in those two years were in payment of the bill of unpreparedness at the breaking out of the war in 1861.

33. The conditions existing in the two countries, Canada and the United States, are so similar that it will be well to guard in time against such a condition of affairs as Sherman describes. Supposing our forces were actually called out for service tomorrow, would any of Sherman's remarks be applicable to them?

34. The proposal to make military training compulsory at the public schools as a means of national defence is, of course, an excellent one, but more than rifle shooting and drill should be taught. It is not enough for a man to be a good rifle shot and to be efficient in drill; to be a good soldier he must be taught discipline and respect for authority. An army whose ranks have not had instilled into them the two latter qualities will certainly collapse in war, and it is the possession of these two qualities, in an eminent degree, by her soldiers that enabled recently a comparatively obscure and unknown nation to spring at one bound into the ranks of first-class military and naval powers.

35. If our youth have thoroughly instilled into them obedience and respect for authority, as well as the use of the rifle and a knowledge of drill, a long step will be taken towards solving the problem of national defence.

36. *I inclose marked, respectively, A. B and C, the reports of the inspectors of cavalry, artillery and engineers, and a report upon the condition of the Army Service Corps by the officer administering that body.

I have the honour to be, sir,
Your obedient servant,

B. H. VIDAL
Brigadier-General, Inspector-General.

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*These reports not printed.

MILITIA AND DEFENCE

MEMORANDUM

RESPECTING THE

ESTIMATES FOR 1909-10

(Including Supplementary Estimates for 1908-9—to be brought down
See Paragraph 6.)

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST
EXCELLENT MAJESTY
1909

[No. 35a—1909.]

MILITIA AND DEFENCE.

MEMORANDUM RESPECTING ESTIMATES FOR 1909-10 (INCLUDING SUPPLEMENTARY ESTIMATES FOR 1908-09 TO BE BROGUHT DOWN—SEE PARAGRAPH 6).

1. Like all other branches of the public service, the Department of Militia and Defence has found itself forced by circumstances to frame its estimates for 1909-10 under the limitations imposed by falling national revenue.

2. While the present financial stringency will, it is hoped, prove to be only temporary, it is, nevertheless, wise to face the possibility of its continuance. It has, therefore, appeared to the Minister of Militia to be desirable to deal somewhat more fully with the Militia estimates in this explanatory memorandum than has hitherto been usual.

3. A point which has, perhaps, escaped the notice of a not inconsiderable number of members of parliament, and which has certainly been ignored by the critics of the Militia Department in the press, is the fact that, since the expenditure entailed by the assumption of responsibility for the defence of Halifax and Esquimalt has been fully provided for in estimates—that is, since and including the estimates for the financial year 1907-8—there has been no increase, but, on the other hand, a decrease in Militia expenditure.

4. That this is the case will be clear from the subjoined table, which shows the estimates in detail, under the various heads voted by parliament, beginning with the year 1904-5, and ending with the estimate for the present financial year 1909-10. It will be remembered that the year 1904-05 saw the beginning of the present system of militia organization. The Militia Council was constituted in November, 1904, and the re-organization entailed by the modelling of our staff and administrative system upon that of the Imperial Army was not fully inaugurated until June 30, 1905.

5. In the financial year 1905-06, the Dominion assumed the responsibility for the defence of Halifax and Esquimalt, and the taking over of those fortified places from the Imperial Government was commenced. The transfer was practically completed in the financial year (a year of nine months only) 1906-7, and the full financial effect of that measure upon revenue, including the discharge of all liabilities to the Imperial Government under the agreement for that transfer, was first shown and provided for in the estimates for 1907-08.

Head of Service.	1904-5.	1905-6.	Nine months, 1906-7.	1907-8.	Voted, 1908-9.	Required, 1909-10.
	$	$	$	$	$	$
Annual drill	699,724	809,924	924,378	1,084,499	1,305,000	800,000
Clothing and necessaries	179,943	429,727	274,510	399,919	450,000	375,000
Contingencies	10,440	14,191	13,694	21,643	31,000	25,000
Customs dues			71,803	143,622	115,000	100,000
Defence of Esquimalt	109,987	179,256				
Dominion arsenal	150,563	215,037	224,401	341,083	290,000	300,000
Engineer services	205,800	254,427	275,587	325,913	316,812	275,000
Grants to associations	49,100	45,825	45,240	49,278	55,000	55,000
Maintenance military properties	49,854	50,523	38,433	70,062	75,000	75,000
Pay and allowances—						
Headquarters staff	46,519	46,991	33,782	58,797	60,923	60,923
Command and district staff	45,551	73,110	64,234	77,271	83,077	83,077
Permanent force	477,571	§1,055,099	845,504	1,401,271	1,378,000	1,350,000
Active militia attached	42,552	42,593	27,913	40,127	42,000	44,000
Active militia allowances	56,760	122,864	44,235	70,239	100,000	102,000
Guards of honour, &c	8,911	5,829	4,543	6,025	6,000	6,000
Total	677,864	1,348,495	1,020,211	1,653,739	1,670,000	1,646,000
Printing and stationery	24,541	25,805	26,306	47,570	45,000	40,000
Provisions and supplies	165,190	463,668	274,941	424,987	430,000	400,000
Royal Military College	86,478	86,243	68,897	92,145	108,500	96,000
Salaries and wages	64,984	72,003	67,063	98,979	100,000	80,000
Topographic survey	11,246	15,518	17,760	23,716	30,000	25,000
Transport and freight	54,783	84,856	54,965	109,980	112,500	100,000
Warlike stores	74,768	174,980	124,912	*554,200	285,000	335,000
Sundry small votes	21,240	2,046	8,401	35,257	8,863	4,550
	2,636,445	4,272,524	3,331,504	5,476,583	5,427,675	4,791,550
Pay of I. G. and others	14,699	21,600	16,200	21,600	21,600	21,600
Capital Account—Arms, ammunition, &c	1,299,964	1,299,876	975,283	1,297,905	1,300,000	2,300,000
Total	3,951,108	5,594,000	4,322,987	6,796,088	6,749,275	6,113,000

§Including $200,000 for pay of Imperial troops. *Including $250,000 stores transferred from Imperial troops.

NOTE.—The amounts shown in the last column but one as 'Voted in 1908-9,' give the totals of the several votes after amendment in accordance with the Supplementary Estimates for 1908-9 to be brought down.

These Supplementary Estimates will not increase the total estimate, but will reduce the votes for Customs dues by $85,000, Dominion Arsenal by $60,000, Engineer Services by $90,000, and Warlike Stores by $65,000, while they will increase the votes for Annual Drill by $105,000, Pay and Allowances by $170,000, Royal Military College by $12,500, and Transport by $12,500, the totals of reducton and increase balancing each other.

6. While the foregoing table gives, in detail, the estimates as voted year by year, and therefore shows the financial effect of the additional burden imposed by the transfer of Halifax and Esquimalt from Imperial to Canadian garrisons, the fact remains to be noted that the full effect of the change of administrative system commenced in 1904-05 is only now making itself felt. The system previously in force made it a matter of great difficulty to compute exactly, in the estimates, for any financial year, the sum which would be required to meet the different militia expenditures for that period. The change of system has made a much closer measure of supervision and audit of expenditure possible. The effect of the change is seen in the fact that, whereas the supplementary estimates for 1906-07 amounted to $505,733.35 (9 months only) and those for 1907-08 to $1,614,404.11, the estimate for 1908-09 will only need readjustment to the extent of $300,000, which will be met, not by asking for additional sums, but by readjustment of sums already voted. In the estimate for the year 1909-10, the only item in which it is thought possible that any supplementary

estimates might prove unavoidable, is the item for annual drill. It is obvious that the sum required to pay for the annual drill of the active militia depends upon the precise number of men who turn out for drill. It is equally obvious that it must be the policy of the department to induce the full establishment, if possible, to train each year. It is, therefore, impracticable to calculate exactly the amount that will be required, until it is exactly seen how many men have attended drill and earned their drill pay. Hence, it is unavoidable that, on the vote for annual drill for any year, notwithstanding the adoption of every precaution against exceeding the estimate, and, although for 1909-10 certain measures are contemplated which ought to result in substantial economies as compared with the system hitherto in force, yet some supplementary estimate may, after all, prove to be necessary.

7. Dealing with the Estimates as shown in the table 'A' above, it will be seen that the main increase since 1904-5 have been in the following items:—Annual Drill; Clothing and Necessaries; Customs Dues; Dominion Arsenal; Engineer Services; Military Properties; Headquarters and District Staff; Pay of the Permanent Force; Active Militia Allowances; Provisions and Supplies; Transport and Freight, and Warlike Stores.

8. Taking these items in succession, the increase in the amount necessary for Annual Drill has been simply due, first, to the large increase in the numbers of the Militia attending Annual Drill; secondly, to the grant of efficiency pay; thirdly, to the addition of four days' extra drill for the Artillery. It should, however, be noted that, in the amount required to pay for Annual Drill for the current year (1908-09) viz.:—$1,305,000—is included a charge of about $230,000 which was directly due to the bringing to Quebec, for the Tercentenary in 1908, of between 10,000 and 11,000 troops who performed their ordinary annual drill elsewhere, and were additional to the 2,000 troops belonging to the Quebec Command which performed their Annual Drill at Quebec at the same time. If this $230,000 be deducted from the vote, as not really an Annual Drill charge, the amount chargeable for Annual Drill for 1908-9 will be seen to be $1,075,000.

The steady increase in the number of men trained each year is most gratifying. In 1895-6 only 19,000 men and 1,125 horses trained; in 1908, 25,296 men and 2,478 horses; in 1903-04, 32,500 men and 7,892 horses; while in 1908-09, no less than 47,500 officers and men, with 8,500 horses, were trained.

9. From the foregoing it will be seen that, supposing the same number of Active Militia should train in 1909-10 as trained in the present financial year, and at the same camps, there would, apparently, be a shortage on this vote of $215,000. With a view to economy, however, it is intended, in the coming drill season, to try the experiment of training certain corps of Active Militia, not at central camps, but at their local headquarters; more particularly those corps which have their headquarters furthest from the camp which they usually attend, and whose transport is, consequently, the most expensive. There can be no question as to the general advantage to the training of the troops which results from the assembly of the different corps in large camps. The men get the advantage of seeing other troops, of good rifle ranges and of better instruction as regards training and drill; a spirit of emulation is called forth, and more general improvement results. On the other hand, the display, from time to time, of the local regiment in its own neighbourhood tends to encourage recruiting and to develop local pride. The experiment will be tried this year of seeing how far local training may have this effect.

Certain corps, also, which are, at present, in a somewhat disorganized condition, will not be allowed to train, until they have shown that they are in a condition to profit by it. And steps will be also be taken in all corps to ensure that only reliable men are taken to camp. These various measures, with other savings which are in contemplation, ought to bring the expenditure within the estimate.

10. As regards Clothing and Necessaries, it is obvious that, while the amount taken in this vote fluctuates to some extent from year to year, its total must be affected by the increase in the strength of the militia generally and the number of men trained.

11. The increase under the head of Customs Dues may be set aside, as it is merely a transfer of money from one pocket of the government to another.

12. The increase to the vote for the Dominion Arsenal is due to the increased requirements for rifle ammuntion, and to the fact that the arsenal now manufactures 12-pr. gun ammunition, which formerly had to be purchased in England.

13. The increase in Engineer Service and the Maintenance of Military Properties is simply due to the steady increase in the number of those properties, especially rifle ranges and camp grounds, and the extra care and attention which is now bestowed upon military buildings, in carrying out repairs as soon as they become necessary, instead of the somewhat wasteful system which previously obtained, of deferring repairs until they could no longer be avoided—a system which was forced upon the department by the smallness of the number of Engineer corps.

14. One of the increases in the Militia Estimates most criticised in certain quarters, is that for the headquarters and district staff—from about $92,000 in 1904-05 to $144,000 in the present financial year. The explanation of this fact is to be found by a reference to the conditions which obtained previous to 1905. The staff, founded on a system long since obsolete, had never been remodelled to conform to modern conditions, and was quite inadequate in numbers and training to deal with them. Successive General Officers had pointed out the absolute necessity for a numerous trained staff, and over and over again had reported that, for militia troops which could only train for short periods, it was essential that the staff duties should be performed by trained officers. As a result of the weakness in numbers of the staff, regulations of all kinds had fallen into arrears, while wasteful expenditure was known to exist, but could not be controlled. It was practically impossible to deal promptly with correspondence at headquarters and in district offices, and there were numberless questions connected with training, with the equipment and the organization of the troops, which demanded settlement, but which could not even be considered.

15. The increase referred to in the headquarters and district staff has been consequent upon the need felt for reform in these respects. It was obvious that no force with such paucity of staff officers as existed before 1905 could ever take, or, which is far more difficult and important, be maintained in the field in the presence of an enemy, and when the removal of the Imperial troops from Halifax and Esquimalt deprived us of that source of supply for staff officers on emergency, the case became urgent. The staff officers were too few to work staff duties upon any definite system, still less to work upon any system in accord with that which obtained in the Imperial Army though it was evidently imperative that, if Canadian troops were ever to serve side by side with Imperial troops in a great national danger, such as one which might threaten the integrity of Canadian territory, they must be organized upon the same lines and with the same staff system. Hence, immediately upon the organization of the Militia Council and the staff at headquarters, the task was taken up of changing the system of staff work in commands and districts. The staff work is now performed upon a system almost identical with that pursued in the Imperial Army, the differences between the two systems being merely such as are due to the smallness of the Canadian force in comparison. There can be no possible question but that this extra expenditure in regard to the staff—which is maintained, be it remembered, almost entirely in the interests of the active militia as distinct from the permanent force—has been fully justified by the resulting capacity of that militia force to maintain itself in the field if required. It is perhaps desirable to note that

in the existing pay vote are included many charges which, in previous estimates, appeared under other votes. For example, many staff duties in camps were formerly alloted to active militia officers temporarily employed, whose pay was drawn under the head of Annual Drill, who did their best, but who knew little more than the troops they were supposed to instruct. Again, all pay duties and all clerical work in military district offices were performed by civilian clerks, who were paid for out of civil votes, and who have since been replaced by military men liable—as the others were not—to go into the field in case of war.

16. A point invariably forgotten by critics of the increase in the number of staff officers is that, on the occasion of any great emergency which might require the Dominion troops to take the field, the ranks of the various corps of the active militia would be at once filled up by fresh men and the units raised from the skeleton peace establishments to that required for active service.

17. Thus a battalion of infantry would be raised from about 400 to 1,000 of all ranks, a regiment of cavalry from about 320 to 600 of all ranks, and so on with the other arms. The result of this is, that the existing Militia cadres, instead of numbering some 57,000 only, as they do in ordinary times, would reach a total of about 100,000 men.

18. It is evident that a fairly numerous and well trained staff would be absolutely necessary if such a body of men was to be handled efficiently, and that, to confine its numbers in peace time to the bare minimum, just able to deal with the peace strengths, would be the best way to insure that everything should go wrong when the occasion arose for taking the field in full force. This is the reason that all General Officers Commanding in Canada for the last seventeen years have, without exception, urged the necessity of an increase to the Staff.

19. The Staff in 1904, exclusive of four Staff Lieutenants employed on survey work, numbered 39. The Staff on January 1st, 1909, exclusive again of 3 Staff Lieutenants employed on survey work, numbered 51, which included all Headquarters, Command and District Staff Officers. As the establishment of the Militia, including the Permanent Force, rose in the interval from 47,423 to 57,718, and the assumption of the duty of maintaining Halifax and Esquimalt rendered at least three additional Staff Officers necessaary, it will be seen that the increase of Staff is very closely proportional to the increase in the Militia as a whole, for whose administration it is maintained.

20. The next item of importance, in which an increase has taken place since 1904-5, is the 'Pay of the Permanent Force,' which, from $477,571 in 1904-5, rose to $1,401,271 in 1907-8, is $1,378,000 in the current year (1908-9) and will be $1,350,000 for 1909-10.

21. This increase is entirely due to three causes—(*a*) The increased rates of pay granted to all Warrant and Non-Commissioned Officers and men of these corps in 1904-5, but only partly provided for in the estimates for that year. This increase had been proved by experience to be absolutely necessary if the ranks were to be kept filled; (*b*) The increased establishment of the Permanent Force, made necessary by the transfer of Halifax and Esquimalt to the Dominion and the need of providing garrisons for them.

The additional number of officers and men required for this purpose may be placed at about 1,500, with certain consequential additions to the numbers maintained at other places in order to provide drafts, &c., which brings the total up about 1,600 of all ranks. It may be noted that we maintain considerably smaller garrisons than did the Imperial Government, who expended about $1,750,000 a year on the two fortresses. (*c*) Increased establishments of Engineers and the subsidiary corps, such as

Army Service Corps, Medical Corps, Canadian Ordnance Corps and Pay Corps, which are needed to meet the requirements of the increased strength of the Active Militia, both for industrial purposes and to promote its efficiency for war.

22. To carry out the duties imposed upon the Permanent Corps required a total establishment of 3,311 all ranks for 1908-9, but it was not found possible to provide enough money in the estimates and the strength was, consequently, confined to about 3,000 of all ranks. For 1909-10, the provisional establishment is still further reduced to 2,905, showing a reduction in pay, &c., of $51.000 on 1907-8, and $28,000 on 1908-9.

23. The position of the permanent force is relation to the active militia has been much misunderstood in and outside parliament, and it is perhaps desirable, therefore, to refer somewhat more at length to its duties.

24. The permanent force exists for four purposes:—

(1) For the support of the civil power in case of internal disturbance.

(2) For the instruction of the active militia.

(3) For the garrisoning of the defended places in Canada—Halifax, Quebec, Esquimalt.

(4) For the equipment, supply, transport, &c., of the active militia when it takes the field.

25. As regards (1), this is a duty which it shares with the rest of the militia force to which it belongs, though of late nearly the whole of this work has been thrown upon it.

26. As regards (2), the instruction of the active militia, it is evident that this duty is of the highest importance, and it is recognized to be so by the force itself. The real difficulty is that, owing to the large area of the Dominion, the force has to be split up and sent to many separate stations, and, with the small total establishment hitherto possible, the several units have necessarily been so weak in numbers that it has been difficult for them to carry on their duties in the manner and to the extent expected of them.

27. For example, a company of infantry or a squadron of cavalry, of a total strength of less than 100 men is called upon not only to provide for the various details which make up the interior economy of, so to speak, a military household, for the accommodation of officers and men of the active militia, but it is further expected so to train its members as to be able to afford to the attached militia efficient instruction in all the military duties of an infantry or cavalry regiment, respectively, including the command of such a corps—duties which that company or squadron itself has never been in a position to practise. It is perhaps hardly realized by the militia force generally, how difficult it is for an officer, who has never had command of as many as 100 men himself, to instruct another officer as to how he should command and handle, say, a regiment, which, in war, would in the infantry, consist of 1,000 men, and, in the cavalry, of 600 men and which, in peace, numbers from 300 to 400; but this is what the officer of the permanent corps is obliged to attempt.

28. The active militia has constantly been eager for additional military instruction and especially for more accessible instruction. This has been manifest from the frequent requests for provisional schools at local centres; and it is evident that it must often be difficult for a busy man, who would otherwise make an efficient officer, to spare time from his business to go to a distant centre for his military instruction. Every effort has been made by the permanent units to meet this requirement.

29. It is clear, therefore, that that portion of the permanent force which is maintained for purposes of instruction cannot be reduced if it is to fulfil its duty satisfactorily. It ought rather to be increased.

30. As regards (3), the garrisoning of the places named, it is to be remembered that, in 1905, Canada gave a pledge to the Empire that she would be responsible for the defence of Halifax and Esquimalt in case of need. More than half of her whole permanent force, i.e., 1,600 out of about 3,000, is maintained for this purpose alone. The troops in these garrisons are, of course, also utilized for the instruction of the neighbouring corps of active militia. There is no suggestion that the Dominion desires to recede from the postion she then took up.

31. As regards (4), it is evident that, if the militia as a whole had to take the field, it would require a very large accession of strength to those services which equip, supply, transport and pay the troops and nurse them when sick and wounded. Of these services the Ordnance Corps, which deals with equipment, and the Army Pay Corps, which deals with pay, are not represented in the ranks of the active militia; and the active militia units of the remaining services, while they have shown themselves very efficient at their work, would be the first to admit that they are totally inadequate in numbers. To provide for this need alone, the Permanent Army Service Corps, Permanent Army Medical Corps, Canadian Ordance Corps and Canadian Army Corps ought to be maintained at full strength.

32. Besides all this, there are duties to be performed when an army takes the field, which are not required in peace, and which can only be performed by trained soldiers. Such are the Military Police, both mounted and foot, organization of depôts and training of recruits, remounts depôts, batmen, and so on.

33. Sufficient reasons have been adduced to show why it would be wrong to reduce the numbers of the permanent force. Outside of the additions to that force required to provide for the garrisoning of Halifax and Esquimalt, and to meet the service requirements of the active militia, no additions to it have, in point of fact, been made for some years past.

34. Quite as much misapprehension exists upon the question of the actual cost of the Permanent Force as upon the subject of its duties. It is the habit of hostile critics, especially when writing in the public press, to quote the whole vote for Pay and Allowances as applicable solely to the Permanent Force, or to the Permanent Staff and Permanent Force, and not to the Active Militia at all.

35. If the vote as detailed in the table be referred to, it will be seen at once that, of the total amount of $1,646,000, no less than $152,000 is payable solely to the Active Militia, while an additional $144,000 represents the cost of the Permanent Staff, of which by far the greater part is, of course, maintained to meet the requirements of the Active Militia. Military Districts 4, 5, 12 and 13 contain no permanent unit at all. Even where permanent units are also stationed in the same area, experienced staff officers report that at least four-fifths of the work which passes through their offices is the result of questions concerning the Active Militia as distinct from the Permanent Corps.

36. If the two sums above named be deducted from the total, it will be seen that $1,350,000 represents the total pay and allowances of the Permanent Corps.

37. But critics consistently ignore the fact that the permanent so-called 'departmental' services, *i.e.*, the Permanent Army Service Corps, Permanent Army Medical Corps, Canadian Ordance Corps, Army Pay Corps, Military Staff Clerks, are maintained principally to meet the requirements of the Active Militia, and these corps together cost at least $350,000 per annum.

38. If these points be considered, it will be seen that, apart from the additions due to the necessity for garrisoning Halifax and Esquimalt, the increase to the Permanent Force has, if anything, not kept pace with that of the Active Militia which it has to instruct and otherwise to assist to maintain.

39. The next items of the Estimate, are pay of officers and men of the Active Militia attached for instruction, and Active Militia allowances. These both show increases, in the latter case considerable ones, due to increases made two years ago in the allowances for the care of arms, drill instruction, &c.

40. The increase in the vote for Provisions and Supplies has been almost entirely due to, and in proportion to, the increase in the strength of the Permanent Force.

41. Salaries and wages show an increase due directly to the increased number of military properties, buildings and rifle ranges on charge.

42. The vote for Transport and Freight is one which, for many years past, has been frequently, and perhaps unavoidable, underestimated, with the result that many charges incurred during one financial year have had to be defrayed out of the vote for the next, though this has been partly due, no doubt, to the fact that the great carrier companies often delay sending in their bills for services rendered until after the votes for the financial year concerned have lapsed.

43. It is now hoped that arrears have been cleared off and that the same difficulties will not seriously recur. At the same time, the increase in the vote has been due to increased transport, both for equipment, stores, &c., issued to Active Militia Corps, and for the permanent garrisons.

44. The last increase in the votes chargeable to Revenue is that for Warlike Stores, and this is practically entirely due to the transfer of Halifax and Esquimalt and the increase in the numbers of the Active Militia. It would obviously be absurd to maintain troops without providing for their equipment with proper arms and munitions of war.

45. Nor should it be forgotten, in considering the increases to which reference has been made, that nearly every case has been affected, in a greater or less degree, by the general rise in the wages paid to labour and in the cost of commodities throughout the Dominion.

46. A word may here profitably be said in regard to the vote on Capital Account. This vote is rendered necessary by the re-armament of the force with new and up-to-date guns and rifles—a re-armament which could not longer be deferred—by the purchase of rifle ranges and grounds for camps, and by the necessity for providing a reserve of clothing, saddlery, equipment, &c., for the outfit of the additional troops which on an emergency would have to be mobilized.

47. Re-armament is costly, but absolutely necessary. It is now in progress and it should be completed and the trasition stage passed as rapidly as possible, but it is not likely that this portion of the vote can be dispensed with for several years to come.

48. It is believed that it will be agreeable to the House if this memorandum concludes with a short summing up of our military position as it presents itself to the government.

49. It will be within the recollection of the House that it has been, on several occasions, stated that, in the opinion of the government, the standard of defence at which we would aim should be the power of placing in the field a force of 100,000 men, properly organized and equipped, in first line, while behind it we had the necessary equipment and machinery for raising an additonal force of 100,000 men in second line. That standard has apparently met with the approval of the House, and has, at any rate, never been openly questioned.

50. It will probably be of interest to the House if a short explanation be given as to how this force of 100,000 men in first line is to be composed, how it is to be organized and how far it satisfies the conditions which an armed force should fulfil.

51. Deducting from the total those troops who would be required to garrison places like Quebec, Halifax and Esquimalt, to hold certain important points, and to perform other special duties, there remains for the active defence of the country in the field a total force of about 90,000 men, of whom at present some 80,000 belong to Canada, east of the Great Lakes, and 10,000 belong to the west.

52. In accordance with the agreement accepted by the representatives of all the self-governing dominions at the Imperial conference of 1907—that all forces of the Empire should be organized as far as possible upon the same system—these 90,000 troops have been organized into divisions and brigades, which, subject to the modifications imposed by Canadian conditions, resemble closely similar organizations in the Imperial Army.

53. It will be well perhaps to recall to mind the fact that the organization of an army has two main objects, first to enable the whole armed body, equipped with the proper proportion of each arm, cavalry, artillery and infantry, to work in unison in carrying out the orders of the commander, and secondly, to enable it to be fed, moved where required, supplied with munitions of war, medically treated, and paid, in such manner as to maintain its efficiency as a fighting force at the highest point—this second object being, of the two, the more difficult to attain.

54. In the west, the development of the force has been so rapid that its organization has not yet been fully worked out.

55. But in the east, the 80,000 troops which compose the field force have been organized in six divisions and three cavalry brigades.

56. A force of about that strength thus organized ought to consist of some 60,000 Infantry, 7,000 Cavalry, 15,000 Artillery, and 3,000 Engineers, or in other words, it ought to have 64 Battalions of Infantry, 12 Regiments of Cavalry, 69 Batteries of Artillery, with 276 guns and 18 companies of Engineers—in addition to the requisite number of Army Service Corps and Army Medical Corps units. Unfortunately though we have the proper number of Infantry and Cavalry units, we are only at present in possession of 31 batteries of Artillery, with 124 guns, and we have only four companies of Engineers, while we are somewhat deficient in the Army Service Corps and Army Medical Corps services.

57. Artillery is an arm so expensive to equip that its increase, though considerable in the last few years, has necessarily been slow and can only be carried further by degrees; yet a sufficient proportion of guns is specially needed for a force composed of citizen soldiers.

58. As regards Engineers, Canada possesses, in her large telegraph, telephone and railway organizations, and her great lumber interests, an especially good supply of men admirably fitted for Engineer duties. As she possesses, so to speak, a reserve in this arm, with her Royal Military College graduates also in reserve for Engineer officers, more attention has been so far given to the raising and equipment of other units than of Engineer Corps.

59. It is, however, no doubt the case that the organization of additional units should proceed as opportunity offers.

60. As regards the supply of the forces with arms and munitions of war, it may be said that we possess sufficient guns for the existing number of batteries and that as the re-armament with the new 18-pr. guns progresses, more guns will be made available wherewith to arm additional batteries.

61. And it must be added that, at present, we have not a sufficient number of small arms available, nor an adequate reserve of ammunition. But the situation in these respects is improving from day to day.

62. Another important point is the supply of munitions of war, which comprise, besides ammunition, military equipment of every kind. A great deal of this is required, and it would be a mistake to suppose that it can easily be obtained or improvised on mobilization. Further, to avoid the confusion and delay which would otherwise occur, this equipment must be decentralized so that every unit, on being called out for services, should find its equipment.

63. But mobilization equipment, even for the first line, is still far from complete; what there is cannot be properly decentralized owing to lack of storage accommodation; while, for the second line, the deficiencies are, of course, greater.

64. All that can be said is, that steady efforts are being made in the direction of its provision, and equipment for a considerable proportion of the force is already in store, though it must be some time yet before the Minister of Militia will be able to say that complete or nearly complete equipment for the first line of 100,000 men is on hand.

65. Mobilization, it is to be feared, would also be delayed by difficulties in connection with the supply of vehicles and horses, especially riding horses.

66. As regards transport vehicles, some good work has been done, and a certain amount of transport has been registered—especially in certain districts of Ontario where owners have patriotically come forward—but so far it has not been found possible to introduce any general or sufficient system of registration, either of transport or of remounts. Owners in many parts are suspicious as to what registration may entail; registration costs money; and money is required, even more urgently, for other services.

67. As regards riding horses, the situation is particularly difficult, for there can be no doubt that the riding horse, as such, exists in Eastern Canada only in decreasing numbers. This matter will receive attention, but meantime, the mounted troops would have, as hitherto, to make the best of the stamp of horse available.

68. Such is, in general terms, the present position in regard to our military forces. In view of the necessity for finding money for the development of the Dominion, it has not been possible to spare sufficient money for military purposes to enable progress in the development of our forces to be as rapid as might otherwise have been desired—and, indeed, it might be said that, until a body of officers had been trained, capable of efficiently organizing and training the military forces, it was not desirable to create those forces too rapidly.

69. Much remains still to be done towards the perfecting of our first line forces, more than at present is financially possible—and nothing has yet been attempted towards the organization of the reserve in second line. But the points of weakness are known; the direction in which effort should be applied is recognized; and, though perhaps it is not so rapid as would appear desirable from a purely military point of view, general progress is, nevertheless, being made, and there can be no doubt at all but that the size of the force which the Dominion could, in case of necessity, place in the field, and, what is even more to the point, feed and maintain when there in an efficient state, has largely increased of late years.

70. To sum up, the points to which it has been desired in this Memorandum to draw attention may be recapitulated as follows:—

(*a*) That expenditure on Militia Services for 1908-9 shows a decrease of $46,813, as compared with that of 1907-8, in which year the financial effect of the transfer of Halifax and Esquimalt was first fully felt, while the Estimates for 1909-10 show a still further decrease of $636,275.

(*b*) That, while the expenditure for Annual Drill of the Active Militia rose from $699,724 in 1904-5 to $1,075,000 (exclusive of the cost of the Quebec celebration) in 1908-9, and is, for the year 1909-10 estimated at $860,000, the increase in cost has been accompanied by a large increase in the number of both men and horses trained, viz., from 32,000 men and 7,892 horses in 1903-4, to 47,500 men and 8,500 horses in 1908-9.

(*c*) That the increases in the Votes for Clothing and Necessaries, Provisions and Supplies, Transport and Freight, and Warlike Stores are directly consequent upon the increase in the numbers of the Active Militia and of the Permanent Force, due in the latter case to the garrisoning of Halifax and Esquimalt, and to additional requirements of the Active Militia.

(*d*) That the increases in the Votes for Engineer Services and Maintenance of Military Properties, are directly due to the increased number of military rifle ranges, buildings and properties on charge of the Militia Department.

(*e*) That the increase in the numbers of the Permanent Staff of the Militia Force, at Headquarters and in the Military Districts and Commands, has been in accord with the views of all the General Officers who have served in Canada during the past seventeen years, has been largely forced upon us by the withdrawal of the Imperial troops from Halifax and Esquimalt, is absolutely necessary if the Militia Force is to be able to take and maintain itself in the field, and, lastly, is closely proportionate to the increase which has taken place in the Militia Force.

(*f*) That the increase in cost of the permanent force is (outside the higher rates of pay granted in 1904) due to the additions to its establishment rendered necessary by its having to provide garrisons for Halifax and Esquimalt, when transferred to Dominion control; by having to provide instruction for largely increased establishments of the Active Militia, and by having to provide for the organization of the subsidiary services required to enable the Militia force as a whole to take the field.

That, further, no reduction is possible in the Permanent Force without either seriously weakening the garrisons of Halifax and Esquimalt (which would be contrary to Canada's undertaking to the Empire) or rendering the force incapable of fulfilling its duty of instructing the Active Militia and organizing it so as to enable it to take the field in case of need.

That, further, the expenditure on the Permanent Force is $51,000 less for Pay and Allowances than it was in 1907-8.

(*g*) That the vote on Capital Account is indispensable if the Militia is to be properly armed for war, and if rifle ranges are to continue to be provided, and that this vote is likely to be required for several years to come.

71. Lastly, a short résumé of the present military situation has been given, from which it will be seen that the policy of the Militia Department has been directed steadily towards the attainment of a standard accepted by parliament, and with the single end in view of fitting the militia force as a whole to take the field in such a condition of efficiency that the people of Canada may feel safe in entrusting to its keeping the honour and security of the nation.

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REPORT

OF THE

DEPARTMENT OF LABOUR

FOR THE

FISCAL YEAR 1907-1908

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY S. E. DAWSON, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY.
1908

[No. 36—1909]

To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey G.C.M.G., &c., Governor General of Canada.

MAY IT PLEASE YOUR EXCELLENCY :

The undersigned has the honour to forward to Your Excellency the accompanying Report of the Deputy Minister on the work of the Department of Labour of the Dominion of Canada, for the fiscal year ended March 31, 1908, all of which is respectfully submitted.

RODOLPHE LEMIEUX,

Minister of Labour.

DEPARTMENT OF LABOUR,

OTTAWA, September 1, 1908.

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REPORT

OF THE

DEPUTY MINISTER OF LABOUR

FOR THE

FISCAL YEAR ENDED MARCH 31,

1908

DEPARTMENT OF LABOUR, CANADA,
OTTAWA, August 27, 1907.

To the Honourable RODOLPHE LEMIEUX, LL.D., K.C., M.P.,
Minister of Labour.

SIR,—I have the honour to submit a report on the work of the Department of Labour for the fiscal year ended March 31, 1908.

The period covered by the present report has been one of marked expansion in the work of the Department of Labour. From the nature of its duties, the department has in the past come closely into contact with many of the most vital problems of the day, but in no previous year has it been required to deal with questions more grave or complex than those which have called for consideration and action during the past year.

In the first place the department was charged during the year with the administration of the Industrial Disputes Investigation Act, 1907, which was enacted at the close of the previous financial year; this has compelled it to face more directly than ever before the far reaching problem of industrial strife and has involved a serious addition to its responsibilities.

In the second place, the department has during the year been entrusted with the conduct of numerous missions and inquiries arising out of the problem of Oriental immigration, a matter which assumed for a time a most troublesome and even menacing aspect.

It is believed the large expansion of the work of the department has been recognized by the public and that the value of the department as a factor in the economic life of the Dominion is to-day more clearly perceived than at any previous period of its existence.

It is unfortunately not possible to state that during the period covered by the present report the Dominion has maintained the remarkable record of prosperity that had prevailed for many years previously. A financial stringency in the United States of almost unprecedented severity and a widespread commercial depression were reflected in Canada in a slackening of operations in practically every branch of industrial activity. The active demand for labour that had prevailed almost continuously for several years fell off sharply during the year, and at many points in Canada there was a considerable lack of employment during the past winter. It is satisfactory, however, to be able to record that with the approach of spring prospects improved greatly, and the indications, as the year advanced, of a bountiful crop and an undiminished immigration of well-to-do farmer immigrants from the United States have tended to produce a further marked and rapid improvement of conditions throughout the country, so that at the time of writing there is ground for hoping that the former high level of prosperity will be approached by the time the crops of the present year begin to move. Owing to the depression during a part of the year, it became the policy of the government to endeavour to eliminate the poorer class of immigration, and this was done by raising temporarily from $25 to $50 the amount of money which each immigrant is required to possess on reaching the country. The consequence of this step has been a considerable diminution of the volume of immigration from Europe, though on the other hand, the general character of the immigration for the year is believed to have considerably improved. The immigration from the United States being of a different type from that coming from Europe was not affected by the regulation in question.

Construction on the National Transcontinental railway and the Grand Trunk Pacific railway, and on many branch lines of the Canadian Pacific railway and other roads has proceeded during the year and has contributed largely to prevent the country from feeling the full severity of the commercial depression.

The trend of wages continued upward, being general in practically every line of work, until the late summer of 1907, when the period of depression set in. From that time, the tendency of wages with the exception of a few lines of industry, was downward. A substantial check to the downward tendency came, however, with the renewal of activity in the spring of 1908. The cost of living continued to rise in a marked manner until the period of industrial activity had reached its highest point and, although the increase ceased in most cases on the approach of the period of depression, prices remained at almost the highest level reached, and in a few instances, despite unfavourable conditions, rose yet higher during the past winter.

The most severe industrial disturbances during the year were the strikes in the mines of the Crows' Nest Pass Coal Company at Fernie and Michel, B.C., and of the Cumberland Railway and Coal Company at Springhill, N.S. The western dispute, which occurred in April and lasted for a period of three weeks, involving several thousand men employed in Eastern British Columbia and Alberta, was settled by the intervention of the Deputy Minister of Labour, the settlement being formally reported to the first Board of Conciliation and Investigation established under the Industrial Disputes Investigation Act, a measure which had been enacted a few weeks previously and the nature of which apparently had not been fully grasped by the participants in the dispute. In view of the disastrous results on the fuel supply of the prolonged strike at the Lethbridge mines during the year 1906, there was considerable alarm on the part

of the public lest the troubles having their centre at Fernie, B.C., should have a similarly unfortunate effect. The amicable settlement of the difficult dispute early in May removed cause for public anxiety and secured an agreement until March 31, 1909. In the case of the strike at Springhill, N.S., an investigation of the dispute took place before a Board of Conciliation and Investigation under the Industrial Disputes Investigation Act, but the recommendations of the Board were not accepted and the men declared a strike which lasted from August 1 to October 31, when work was resumed on the terms recommended by the Board. The latter strike caused some shortage of coal in the province of Nova Scotia, but did not seriously interfere with the general industrial situation in the province.

The growing cost of living during the early part of the year, combined with the marked scarcity of labour, caused a demand for increased wages in most lines of industry; on the other hand, the sudden stringency and depression that marked the later months of the year and which were unaccompanied by a corresponding fall in the cost of living caused a temporary closing down of a number of establishments giving employment and was the occasion of a reduction or attempted reduction of wages in many quarters, each situation tending in turn directly to promote industrial disputes. The record of strikes and lockouts for the past year would undoubtedly as a consequence have far exceeded the average for many years past had not many disputes been quietly settled without recourse to strikes or lockouts under the machinery of the new labour law referred to above. Even as it was, some increase over the figures of the previous year was reported for the year as to the total number of strikes and lockouts and as to the number of days of work lost to employees.

Too much significance cannot be attached to the successful operations of the Industrial Disputes Investigation Act, which received the royal assent on March 22, 1907, and was therefore in force throughout the year covered by this report. The Act was the means of eliminating from the category of strikes and lockouts during that period practically the whole of a most important class of industrial disputes. Owing mainly, no doubt, to the conditions described above, numerous differences with regard to wages and conditions of labour arose between emloyers and employees in the case of railway corporations, coal mining companies and other concerns in the nature of public utilities. In many of these cases the most serious outcome was threatened, and the influence or operation of the Industrial Disputes Investigation Act wherever the dispute was brought under its provisions served to avert a strike or lockout in every instance save that at Springhill, N.S. It is to be noted too, that the strike records of the year are without the more distressing and deplorable features which too often accompany industrial strife. There was, for example, no rioting or loss of life reported and the general public as well as the working classes were spared privations and hardships, such as were occasioned by the fuel shortage arising from the Lethbridge strike in the previous year. The results of the year's operation of the Act are therefore believed to have been, on the whole, as satisfactory as could be expected; indeed they are more satisfactory than it was generally anticipated they would be. It must be remembered that the Act does not undertake to prevent or to settle 'all' industrial disputes, but simply to 'aid' in the prevention or settlement of those disputes in which the public welfare is most closely concerned, and in this respect the proceedings of the year would appear fully to justify the expectations of its promoters. At the same time

there is reason to believe that with a larger experience in the working of the Act a yet greater increase of success may be achieved in this direction.

There is evidence, moreover, that apart from the active operation or apparent influence of the Industrial Disputes Investigation Act, the fact of its existence on the statutes of the Dominion has had in many cases a strongly compelling effect on employers and employees and has secured the settlement of many disputes in their incipient stages. While such results have sometimes been brought accidentally to the knowledge of the department, there is good reason to believe that in many other cases where the passive influence of the Act has been exerted, the department has received no official information on the matter.

The administration of the Industrial Disputes Investigation Act has naturally added largely to the work of the department during the year, involving the frequent exercise of functions of a quasi-judicial character and importance, and necessitating the writing of some thousands of letters, much of the correspondence being, moreover, of a most exacting nature and requiring to be handled at once with the greatest promptness and the utmost care.

A special feature of the work of the department during the year has been the interest excited by the Industrial Disputes Investigation Act outside of Canada, causing requests for information from distinguished residents in distant countries and entailing in this respect also much careful and important correspondence. In spite of the largely augmented work, no increase was made during the year in the staff of the department, and working beyond the recognized hours of the service has been the rule rather than the exception in the case of a number of the officials, since in no other way could the necessary work be accomplished. Additional clerical assistance is now imperative.

Some general remarks on the operations of the Industrial Disputes Investigation Act are offered in the body of the present report, while an official report of every dispute referred under the operations of the Act is also published herewith, as required by section 29. It may be pointed out before leaving this subject that the period covered by the record of strikes and lockouts printed in the present report is that of the calendar year 1907 and is not therefore contemporary with the operation of the Industrial Disputes Investigation Act which did not come into existence until March 22, 1907, and did not, as there is good reason to believe, become generally known throughout the country until some months later. It will be seen from an examination of the statistical statement published in the report that the proportion of strikes and lockouts and of the consequent loss resulting therefrom in the case of public utility industries was small as compared with that of the interruption to work in private industrial enterprises, and it is perhaps desirable here, without expressing an opinion, to refer to the resolution passed by the Trades and Labour Congress of Canada at its annual convention held at Winnipeg in September last, urging that the application of the Industrial Disputes Investigation Act should be extended to all industries and should not be confined to industries in the nature of public utilities.

During the year several most important missions and investigation arising out of the question of Oriental immigration were, as stated above, conducted in connection with the department. These were the direct outcome of a sudden increase in the volume of Oriental immigration, which, amongst other things gave rise to an anti-Oriental disturbance in the city of Vancouver, B.C., in September last, resulting

in considerable injury to the property of Chinese and Japanese residents. There were five resultant missions and investigations as follows, viz.:—

1. Mission of the Honourable the Minister of Labour to Japan to discuss with the Japanese government the question of Japanese immigration to Canada;
2. Inquiry by the Deputy Minister of Labour under Royal Commission into the losses and damages sustained by the Japanese population in Vancouver on the occasion of the anti-Asiatic riots in that city during the month of September last;
3. Inquiry by the Deputy Minister of Labour under Royal Commission into the methods by which Oriental labourers had been induced to emigrate to Canada;
4. Mission of the Deputy Minister of Labour to Great Britain to confer with the British authorities on the subject of immigration from the Orient and the immigration from India in particular;
5. Inquiry by the Deputy Minister of Labour under Royal Commission into the losses and damages sustained by the Chinese population of Vancouver, B.C., on the occasion of the anti-Asiatic riots in that city during the month of September last.

It is not necessary here to dwell on the vital importance to Canada, and indeed to the world at large, of the problem of Oriental immigration. The public mind in Canada, and particularly in British Columbia, had become much agitated on the subject prior to the outbreak in Vancouver, while a similar disturbance on the American side of the border line, showed that this feeling existed also in the neighbouring States of the Republic. The effect of the various missions and investigations conducted by the Department of Labour was to bring about an immediate restriction of this immigration and to afford to the Canadian people an assurance that their interests will be fully safeguarded in so far as immigration from the Orient is concerned.

Three of the missions enumerated above were concluded during the fiscal year and comprehensive statements regarding them are contained in the present report. Of the first, the mission of the Minister of Labour to Japan, the published statement shows that the mission resulted in the conclusion of an arrangement with the Government of Japan for the limitation of immigration from that country to Canada to a figure satisfactory to the Dominion, while the agreement and the negotiations leading thereto left wholly unimpaired the good feeling between the peoples of Japan and Canada and in no way lessened or injured the prospects of a vast development of profitable commercial relations between them.

Of the second mission, the inquiry by the Deputy Minister of Labour into the losses sustained by Japanese residents of Vancouver in the riot of September last, the report shows that the adjustment of the losses was made on a basis satisfactory to the sufferers and to the representatives of the Japanese government and that the prompt action taken by the Dominion government looking to a settlement was accepted by the Japanese government as an indication of the desire of the Dominion to proceed in international matters on the highest plane of honour.

The mission of the Deputy Minister to inquire into the methods by which Oriental labourers had been induced to emigrate to Canada elicited information which proved of much value in effecting the arrangement with Japan and greatly enlightened the public as to the whole question of Oriental immigration and the methods by which the same had been induced.

The report of the Deputy Minister's mission to Great Britain was not presented during the financial year covered by the present report, but slightly anticipating the same in point of time, it may be remarked that the report showed that by a timely conference with the British authorities it was possible to make arrangements by which the Hindu immigration to Canada would practically cease, and at the same time that a result so desirable from the Canadian point of view and hardly less so from that of India, would be attained with the approval and co-operation of Great Britain, the Canadian method of procedure in the matter being acepted by Great Britain as an evidence of the desire of the Dominion, while guarding her own interests, nor to overlook those of the Empire at large.

The last of the missions arising out of this matter was the adjustment by the Deputy Minister in May and June last, of the claims of Chinese residents of Vancouver on acount of losses sustained in the riot of September last. In this case also, again anticipating the publication of the report, which could not, of course, be presented during the fiscal year, although the commission issued during that period, it may be said that the Commissioner's statement showed the settlement to have been, as in the case of the Japanese sufferers, satisfactory to those who had suffered losses and to the official representatives of the Chinese government, and to have been a further evidence of Canada's disposition to maintain an entirely honourable and dignified attitude in matters international.

The conduct of these numerous missions and inquiries naturally added much to the work of the department and, in particular, occupied the time and attention of the Deputy Minister during a large portion of the year.

Other branches of the work of the department proceeded throughout the year without material change. The *Labour Gazette,* by reason of the publication from month to month of proceedings under the Industrial Disputes Investigation Act, was somewhat increased in volume. Early in the present year, an important return was prepared for the House of Commons, relating to the operation of the Industrial Disputes Investigation Act which necessitated considerable clerical work. The return was subsequently published in the *Labour Gazette* and, having been brought to the close of the financial year, is contained in the present report. The reports of the missions and investigations conducted by the department were also published in the *Labour Gazette.*

A Bill respecting Co-operative Societies, providing for the establishment and control of such societies by the Minister of Labour, was introduced into the House of Commons by the minister and was read a third time during the month of March. On reaching the Senate, the Bill, after being read a second time, was referred to the Senate Committee on Banking and, on the report of the committee, was rejected by that House, though this did not occur until a date subsequent to the close of the financial year. Correspondence with the Department showed that much interest existed throughout the country with respect to the Bill and as to the principle of co-operation generally, and the duties of the department were appreciably increased by the many calls for information and explanation on this subject. Many hundred copies of the report of the Special Committee of the House of Commons to which was referred the Bill Respecting Co-operative Societies during the session of parliament of 1906-07, were also distributed by the department.

The Fair Wages Branch of the Departmental work showed a considerable increase in volume during the year.

The staff of correspondents of the *Labour Gazette,* which is supplementary to the permanent clerks resident in Ottawa, numbered 46 at the end of the year.

During the year the following new appointment to the position of correspondent was made:—

Hugh Peat, to be correspondent for Regina, Saskatchewan, and district.

Changes were made in the person occupying the position of correspondent at several points as follows:—

Joseph Ryan, to be correspondent for Three Rivers, Que., and district, to replace John Ryan, deceased.

Hewlett, Green, to be correspondent for Niagara Falls, Ont., and district, to replace Ernest Green, resigned.

R. F. Gofton, to be correspondent for Berlin, Ont., and district, to replace H. Peters, resigned.

M. W. N. McElerehan, to be correspondent for Woodstock, Ont., and district, to replace R. J. Parkinson, resigned.

Theo. Desbrisay, correspondent for Chatham, N.B., became deceased during the year and no new appointment had been made at the close of the fiscal year.

No changes took place in, and no additions were made to, the personnel of the staff during the year.

I. THE LABOUR GAZETTE.

The Labour Gazette, the official journal of the department, was published monthly, as in previous years, in both French and English. The general nature of the contents was much the same as in the preceding year, except that the publication of matter relating to the administration of the Industrial Disputes Investigation Act, which went into effect in March, 1907, somewhat increased the size of the several issues. The leading article in each number consisted, as formerly, of a comprehensive review of industrial and labour conditions throughout Canada during the preceding month, based in part on reports received from local correspondents of the department resident in the several cities of the Dominion. These reports were also published in full. Separate articles, likewise, were published monthly with reference to immigration and colonization, trade disputes, industrial accidents, recent industrial agreements and recent legal decisions affecting labour, together with reviews of blue books and other official publications received at the department dealing with subjects of interest from the standpoint of industry and labour. Various special articles embodying the results of investigations conducted by the department or having reference to current events of importance were published from time to time, upwards of seventy articles appearing in this way during the fiscal year.

MONTHLY SUMMARY OF INDUSTRIAL AND LABOUR CONDITIONS.

The general scope of the opening article each month in the *Labour Gazette,* which, as above stated, consisted of a review of current industrial and labour conditions throughout Canada, was unchanged from the preceding year. The object of the article is to indicate in a concise, but at the same time comprehensive, manner the extent and nature of industrial activity and the amount of general employment available for skilled and unskilled labour from month to month. The opening paragraph gives a resumé of the industrial situation as a whole with brief references to the features of special significance as reflecting current tendencies. This information is followed by statements relating to the movement of wages, cost of living as reflected in the prices of staple commodities, and interruptions to industry caused by strikes, lock-outs, fires, weather conditions, or otherwise. A detailed review is then given of conditions in the several industries and trades, including agriculture, fishing, lumbering, mining, manufacturing, railway construction, general transport, the building trades, the metal, engineering and ship-building trades, the woodworking and furnishing trades, the printing and allied trades, the clothing trades, the leather trades, the textile trades, the food and tobacco preparation trades, miscellaneous employees and unskilled labour. The latest statistical and other information relating to trade, domestic and foreign, and to public revenues, is added. Developments having an important bearing on the condition of industry and labour in connection, for example, with such subjects as technical education, municipal ownership, combinations in restraint of trade, royal commissions, &c., which from their nature are not capable of ready inclusion under the above headings, are dealt with in a series of notes appended to the article.

In order to render the information collected by the Department as readily available as possible, a tabular statement is embodied in the article each month, showing by means of carefully defined terms the exact condition of employment in the several trades and industries in the larger centres of industry throughout Canada. The table is of value from two standpoints, enabling an accurate idea to be obtained both as to conditions in any particular group of trades and as to general employment in the several cities.

The information embodied in the article and table is collected by the department from a variety of sources. The newspaper press and the leading commercial and trade journals of the country are carefully read from day to day and reports contained therein of matters of interest from the standpoint of industry or labour are clipped and filed for use, after verification, in the preparation of the article. The monthly reports of the correspondents of the department are also carefully summarized, the correspondents being required from time to time to furnish matter of a special nature with regard to developments in their several localities. The parties immediately concerned in current enterprises affecting the labour market are also communicated with and the information contained in their replies is utilized in the preparation of the article.

It may be pointed out, in connection with the above, that while the article is wholly of the nature of an industrial and labour chronicle, special care is taken in its compilation to emphasize such current tendencies and developments as may afford an index to the probable condition of employment for some time to come. The progress of settlement in western Canada and the conditions affecting the crop yield for example, are carefully noted from month to month, as being matters not only of importance in themselves, but such as exert an immediate influence on many branches of industry and trade throughout the country. Similarly, the various contracts awarded in connection with railway construction, especially in connection with the building of the National Transcontinental Railway, have been noted during the past year as being, from their magnitude, of special significance with regard to present and future employment.

REPORTS OF LOCAL CORRESPONDENTS.

Following the general review, the reports of the several correspondents of the department for the various industrial centres of the Dominion are published from month to month. The reports are prepared on a common plan, and deal (1), with the general condition of the labour market, (2), with the condition of local industries, (3), with the condition of employment in the different trades, and (4), with conditions in the surrounding districts. An extended correspondence is conducted by the department with its representatives in connection with the preparation of their reports in order to ensure accuracy and comprehensiveness in the information supplied. Newspaper items are from time to time forwarded for verification. On the other hand statements contained in the correspondents' reports with reference to such matters as changes in wages and hours, the establishment of new industries, the organization of labour unions and employers' associations, &c., are continually used by the department as a basis for further inquiries from the persons or associations immediately concerned. Altogether upward of 1,800 letters were during the year sent out by the department to its correspondents in this connection.

THE INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.

By section 29 of the Industrial Disputes Investigation Act it is provided that for the information of parliament and the public the reports and recommendations of any board of conciliation and investigation established under the Act for the adjustment of an industrial dispute, together with any minority report, shall without delay be published in the *Labour Gazette*. Owing to the extent to which the Act has been utilised in the settlement of labour disputes, a considerable amount of space was devoted from month to month in the *Labour Gazette* to reporting the various applications received at the department for the establishment of boards and the proceedings in connection therewith. The terms of the act with reference to the publication of the reports of the various boards were also fulfilled, the reports being accompanied in most instances by brief statements explanatory of the procedure of the boards in arriving at a decision.

In the issue following the enactment of the Industrial Disputes Act, an extended review of the measure was published dealing in detail with its origin and objects, its application, machinery, penalties, &c., &c. The full text of the Act was published as an appendix to the same issue.

During the month of April, 1907, although the provisions of the Act were still imperfectly known in many parts of Canada, three applications were received for the establishment under its provisions of boards of conciliation and investigation. These were fully dealt with in the *Labour Gazette* for May, 1907. In May, five further applications were received and their nature was explained in the following issue of the *Labour Gazette*. Thereafter, up to the end of the fiscal year, there was only one month, namely October, in which no application was received, the month credited with the highest number being November, while in each of the months of May, September and December, five applications were received. A full list of the parties from whom applications were received during the year, as noted in the *Labour Gazette*, is as follows:—

1. The Cumberland Railway and Coal Company, Springhill, N.S.
2. The Western Coal Operators' Association.
3. Machinists in the employ of the Grand Trunk Railway Company.
4. Employees of the Cumberland Railway and Coal Company, Springhill, N.S.
5. The Shipping Federation of Canada, Montreal.
6. Local union No. 373 of the International Longshoremen and Marine Transport Workers, Montreal.
7. District Union No. 18, United Mine Workers of America, on behalf of employees of the Albert Railway and Irrigation Company, Lethbridge, Alta.
8. Steamship agents and companies doing business in Halifax, N.S.
9. The Grand Trunk Railway Company of Canada, with reference to a dispute with its locomotive engineers.
10. Employees of the Cumberland Railway and Coal Company of Springhill, N.S. (Second application.)
11. Employees of the Montreal Cotton Company at Valleyfield, Que.
12. Employees of the Canadian Mining and Smelting Company at Moyie, B.C.
13. Employees of the Hillcrest Coal and Coke Company, Limited, of Hillcrest, Alta.
14. Employees of the Hosmer Mines, Hosmer, B.C.
15. Railway telegraphers in the employ of the Canadian Pacific Railway Company.
16. Employees of the Duggan Huntrods Company, Taber, Alta.
17. Employees of the Canada West Coal and Coke Company, Taber, Alta.

18. Employees of the Domestic Coal Company, Taber, Alta.
19. Employees of the Strathcona Coal Company, Limited, Edmonton, Alta.
20. The Grand Trunk Railway Company of Canada, with reference to differences with its telegraphers.
21. Employees of Cumberland Railway and Coal Company, Springhill, N.S. (Third application.)
22. The Canadian Pacific Railway Company, with reference to differences with carmen employed on its western lines.
23. Employees of the McKinley-Darragh Company of Cobalt, Ont.
24. Enginemen, firemen and hostlers in the employ of the Canadian Northern Railway Company.
25. Carmen employed by the Grand Trunk Railway Company of Canada.
26. Employees of the Temiscaming and Hudson Bay Mining Company, Cobalt, Ont.
27. Employees of the Dominion Coal Company, Limited, Dominion, N.S.
28. Employees of the Hamilton Street Railway Company, the Hamilton and Dundas Railway Company, and the Hamilton and Burlington Radical Railway Company.
29. Messrs. John March, John Howells and Stevens Brothers, Coal Mine Operators at Woodpecker, Asta.

In addition to the above, two applications were received for the establishment of committees of conciliation, mediation and investigation under the provisions relating to railway disputes in the Act Respecting Conciliation and Labour (Chap. 96, R.S.C. 1906), and in accordance with section 5 of the Industrial Disputes Investigation Act, 1907. Several communications were received from parties to one side in disputes not connected with public utilities, but the other party to the dispute not agreeing, there could be, under the terms of the Act, no reference. The circumstances connected with the case were, however, duly set forth.

LIST OF REPORTS PUBLISHED.

The full text of the reports of the following boards established under the Act, together with statements relating to the proceedings of the boards, and embodying, in the majority of cases, formal agreements arrived at as a result of the invoking of the Act, was published in the *Labour Gazette* during the fiscal year, as follows:—

1. (*Labour Gazette,* June, 1907, p. 1388.) Report of the Honourable Sir William Mulock, as chairman of the Board established to investigate the dispute between the Western Coal Operators' Association and its employees. The report of Mr. W. L. Mackenzie King, Deputy Minister of Labour, who conducted preliminary negotiations at Fernie, B.C., which resulted in a settlement of this dispute, was also published, together with the full text of the agreement arrived at. An address delivered by Sir William Mulock while at Fernie, B.C., on May 6, the date on which the agreement between the disputing parties was signed, was published in full in the *Labour Gazette* for July, as being of special interest not only in connection with the dispute, but with regard to the general industrial situation.
2. (*Labour Gazette,* June, 1907, p. 1406.) Report of the Board established in the dispute between the Grand Trunk Railway Company and its machinists. The report included the text of an agreement concluded before the Board and of a correspondence with reference to the report which passed between the Minister of Labour and the chairman.

3. (*Labour Gazette,* July, 1907, p. 57.) Report of the Board established in connection with the dispute between the longshoremen and shipowners of Montreal, Que.
4. (*Labour Gazette,* August, 1907, p. 175.) Report of the Board established in connection with a dispute at Springhill, N.S. The text of a minority report was also published in full.
5. (*Labour Gazette,* September, 1907, p. 292.) Report of the Board established in the dispute between the Grand Trunk Railway Company and its locomotive engineers; the text of a three years' agreement, which was concluded before the Board, was also printed.
6. (*Labour Gazette,* October, 1907, p. 408.) Report of the Board established in the dispute between the Montreal Cotton Company and its employees at Valleyfield, Que.
7. (*Labour Gazette,* November, 1907, p. 537.) Report of the Board established in the dispute between the Canadian Pacific Railway Company and railroad telegraphers in its employ. The text of an agreement concluded before the Board was also printed. An interpretation of certain features of this agreement subsequently adopted by the Board was published in a later issue of the *Labour Gazette.*
8. (*Labour Gazette,* November, 1907, p. 542.) Report of the Board established in connection with the dispute at Hosmer Mines, B.C.
9. (*Labour Gazette,* December, 1907, p. 679.) Report of the Board established in connection with the dispute at Hillcrest, Alta. The text of a minority report was also printed.
10. (*Labour Gazette,* December, 1907, p. 686.) Report of the second Board established to inquire into the differences existing at Springhill, N.S. The subject of these differences and of the procedure of the first Board appointed was dealt with in articles published in the September, October, November and December issues of the *Labour Gazette.*
11. (*Labour Gazette,* January, 1908, p. 792.) Report of the Board established to adjust differences at St. Eugene Mine, Moyie, B.C.
12. (*Labour Gazette,* January, 1908, p. 796.) Report of the Board established to adjust differences between the Canada West Coal and Coke Company and its employees.
13. (*Labour Gazette,* January, 1908, p. 799.) Report of Boards established for the adjustment of differences between the Domestic Coal Company, Taber, Alta., and its employees, and between Duggan Huntrods and Company, Taber, Alta., and their employees.
14. (*Labour Gazette,* January, 1908, p. 802.) Report of the Board established for the adjustment of differences between the Strathcona Coal Company, Limited, Strathcona, Alta, and its employees.
15. (*Labour Gazette,* January, 1908, p. 805.) Report of the Board established to adjust differences between the Canadian Pacific Railway Company and its western carmen.
16. (*Labour Gazette,* February, 1908, p. 938.) Report of the Board established to adjust differences between the McKinley-Darragh Company of Cobalt, Ont., and its employees.
17. (*Labour Gazette,* February, 1908, p. 939.) Report of the Board established to adjust differences between Pioneer Lodge, No. 1, Provincial Workmen's Association, and the Cumberland Railway and Coal Company, of Springhill, N.S. The text of a suggested agreement was included in this report.
18. (*Labour Gazette,* February, 1908, p. 951). Report of the Board established to adjust differences between the Grand Trunk Railway Company and its telegraphers.

19. (*Labour Gazette,* February, 1908, p. 954.) Report of the Board established to adjust differences between the Canadian Northern Railway Company and certain enginemen, firemen and hostlers in its employ.
20. (*Labour Gazette,* March, 1908, p. 1077.) Report of the Board established to adjust differences between the Grand Trunk Railway Company and its carmen.
21. (*Labour Gazette,* March, 1908, p. 1078.) Report of the Board established to adjust differences between the Temiscaming and Hudson Bay Mining Company of Cobalt, Ont., and certain of its employees.

In addition to the above reports, a statement with regard to the settlement of a dispute at Lethbridge, Alta., between miners in the employ of the Alberta Railway and Irrigation Company and their employees, in which a board had been applied for, but which was settled by negotiations prior to the appointment of a board, appeared in the June issue, page 1415. Similarly, the settlement of a dispute between longshoremen and steamship companies at Halifax, N.S., which was effected through the mediation of the department after an application for the appointment of a board had been made, was dealt with in two special articles. A dispute which arose between the Intercolonial Railway and its freight handlers at Halifax, N.S., was referred under the Conciliation and Labour Act during July, and the report of the Board appointed was published in the September issue, page 289. In the case of a dispute which occurred at the Cobalt silver mines, the secretary of the department paid a visit to the locality with a view to inquiring into the nature and causes of the difficulty, to explaining the bearing of the Act on the dispute, and generally to lend the good offices of the department towards promoting a settlement. A statement of the negotiations which were conducted was published in the *Labour Gazette* for August, page 181.

Several prosecutions under the Act were reported in special articles in the *Labour Gazette.* The report of a prosecution instituted by the Texada Steel Company against certain of its employees at Marble Bay, B.C., together with the official statement of the prosecution and of the settlement of a strike which had occurred was published in the *Gazette* for June and July, 1907, pages 14, 18, and 60. A conviction under the penal clauses of the Act at Cobalt, Ont., was reported in the October, 1907, issue, page 413. The case was subsequently appealed, when the conviction was sustained in an amended form. As this was the first occasion on which a case under the Act had been made the subject of a judgment in the Superior Courts, the text of the judgment was printed in full in the issue for March, 1908, page 1093. An infringement of the Act in Alberta was made the subject of a special reference in the December *Labour Gazette,* page 689. A decision in the Recorder's Court at Montreal, Que., relating to proceedings under the Act, in connection with the settlement of a strike of longshoremen at that point, was reported in the issue for January, 1908, page 809.

Several articles of a general nature having reference to the working of the Act were published during the year. In the November *Labour Gazette,* page 544, an opinion from Mr. Duncan McCormick, K. C., a member of a former board under the Act, was published. In the March issue, page 1081, the copy of a return to parliament was published giving a statement of proceedings under the Act from the date of its enactment. The text of an inquiry in parliament *re* proceedings under the Act and of the replies that were given by the Honourable the Minister of Labour was published in the same issue, page 1093.

CHANGES IN RATES OF WAGES AND HOURS OF LABOUR.

The department continued during the year the publication of a detailed statistical record of current changes in rates of wages and hours of labour throughout Canada. The opening article in each issue of the *Gazette,* as above mentioned, contained a brief reference to the more important changes of the preceding month. As the time for securing this information for the monthly summary was necessarily limited the final statement of the department in the matter was presented in the form of a series of quarterly articles dealing with the changes reported during the first, second, third and fourth quarters of the year, respectively. The leading feature of these quarterly articles was a tabular statement, in which were set forth full details with regard to every change concerning which the department was able to obtain information, the table showing the class and number of employees affected by the change, the locality and exact nature of the change, the extent to which weekly earnings were affected thereby and the manner in which the change was brought about. Accompanying this statement an analysis was made of the aggregate effect of the changes in the several industries and trades and a review was presented of the outstanding features of the period covered. The quarterly statements were supplemented in the issue of the *Labour Gazette* for March, 1908, by an article reviewing the movement of wages throughout the Dominion during the year 1907 as a whole, with a further article presenting a statement of the advances granted by various departments of the Dominion government to wage earners in their employ.

Wages during the first ten months of 1907 were upward to a more marked degree than in any previous year since 1903. In the final quarter, however, the general tendency was downward, the cause being the falling off in industrial activity, resulting from the stringency in the money market. In the first quarter, some 33 changes were recorded, 26 of which were increases in wages and 6 were decreases in hours, while the remaining change involved both an increase in wages and a decrease in hours. Some 6,000 employees of the Western Fuel Company and of the Wellington Coal Mining Company on Vancouver Island had their wages increased, while several thousands of employees in the lumbering industry in British Columbia received increases, and a new schedule was granted to carmen throughout the Canadian Pacific Railway system. Street railway employees at Montreal, to the number of 2,000, had their wages increased from January 1. In the second quarter, the upward movement was still more pronounced, though the number of increases taking effect was less than during the second quarter of 1903, which was the most active period in any year since a statistical record of this nature has been kept in Canada. The number of employees affected, however, was greater in the second quarter of 1907, owing to the fact that many of the changes affected large bodies of workpeople. Railway employees alone, to the number of 17,000, received adavnces, while the increase granted in the textile and building trades affected respectively 9,000 and 7,000 employees. Coal miners in British Columbia and Alberta, to the number of 4,000, received advances, while in Ontario and the Eastern provinces over 10,000 river drivers and mill-men had their wages increased. Unskilled labour throughout the country received an exceptionally high rate of wages. Other large bodies whose wages were increased during the quarter were, street railway employees at Toronto to the number of 1,400; bakers at Toronto to the number of 1,000; coal carters and iron moulders at Montreal, and longshoremen at Halifax, to the number of 500 in each case, and metalliferous miners in British

Columbia to the number of 1,000. The upward tendency was continued during the third quarter of the year, though to a less pronounced degree than in the quarter immediately preceding, 53 changes being recorded, 39 of which represented increases in wages and 8 decreases in hours, while 4 involved an increase in wages and a decrease in hours, and 2 involved a decrease in wages. Railway employees and street railway employees, to the number of 3,400 and 1,986 respectively received advances, while miners to the number of 2,500 and employees in the printing trades, to the number of 2,388, obtained improved schedules. In the fourth quarter, though a number of important increases took effect, the general tendency was in a downward direction, the wages of unskilled labour having shown a falling-off in many localities amounting to from 20 to 25 per cent, while in the lumbering industry a decline of from $5 to $10 per month took place. The less skilled employees in the manufacturing industry were similarly affected, especially in the province of Ontario. Wages were also reduced in the metalliferous mines of British Columbia and in the mica mining industry in Quebec. On the other hand the upward tendency among railway employees, which was so marked a feature of the third quarter of the year, was continued during the closing months, yardmen and switchmen through the Grank Trunk Railway system and carmen and telegraphers employed by the Canadian Pacific Railway Company being among those who received advances. The accompanying tabular statement, in which an analysis is presented showing aggregate returns of the changes of the year in the several industries and groups of trades, is taken from the annual review of wage-changes published in the March, 1908, issue of the *Labour Gazette*. By way of further analysis a second table from the same article, showing the increases in the several branches of the building trades, is also presented.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, VIII., A.R. No. 1.

TABLE SHOWING, BY INDUSTRIES AND GROUPS OF TRADES, APPROXIMATE RESULTS OF CHANGES IN WAGES AND HOURS OF LABOUR AMONG SKILLED EMPLOYEES, CANADA, REPORTED TO THE DEPARTMENT OF LABOUR DURING THE CALENDAR YEAR 1907*

Industries and groups of trades.	Number of wage earners affected.	Total increase in weekly earnings.	Total decrease in weekly earnings.	Total increase in hours of employment per week.	Total decrease in hours of employment per week.
Lumbering	2,100		$4,200		
Mining	16,580	$10,900 00			400
Building	8,724	1,706 75			8,105
Metal, engineering and shipbuilding	2,339	2,825 50			1,850
Woodworking	481	113 75			1,405
Printing and allied	2,648	249 00			14,697
Clothing	303	501 50			
Leather	370	355 45			90
Textile	9,863	8,225 00			
Food and tobacco preparation	1,430	1,480 00			750
General transport	2,881	3,238 00			
Railway employees	22,245	21,500 00			7,290
Street railway employees	5,686	5,786 00			
Retail clerks	386				
Civic employees	1,631	213 00			
Miscellaneous	38	19 00			

*It is not to be assumed that the above represents a comprehensive statistical return of every change in wages or hours of labour that went into effect in Canada during 1907. Doubtless there were a number of changes of which information did not reach the Department. As an index, however, of the general tendency of wages during 1907, the return is accurate and reliable.

INCREASES IN BUILDING TRADES, 1907.

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLES, VIII., A.R. No. 2.

TABLE SHOWING APPROXIMATE RESULTS OF CHANGES IN WAGES AND HOURS OF LABOUR IN THOSE EMPLOYED IN THE BUILDING TRADE, CANADA, REPORTED TO THE DEPARTMENT OF LABOUR DURING THE CALENDAR YEAR 1908.*

Class.	Number of wage earners affected.	Total increase in weekly earnings.	Total decrease in weekly earnings.	Total increase in hours of employment per week.	Total decrease in hours of employment per week.
Stone and granite cutters	330	$ 425 00			
Bricklayers and masons	2,350	3,570 00			3,840
Plumbers	407	1.025 75			165
Gas fitters	35		$36.25		
Lathers	150	412 50			
Carpenters	2,850	6,284 00			760
Painters	1,440	2,157 50			
Builders' labourers	1,162	1,831 75			

The increases granted by departments of the Dominion government affected several thousands of workmen to the aggregate extent, in the case of the Department of Railways and Canals, of $250,000 yearly, in the case of the Customs Department, of $160,000 annually, and to a considerable though less extent in some of the other departments.

TRADE DISPUTES.

The monthly article dealing with strikes and lock-outs throughout the Dominion has been continued in the *Labour Gazette*, the form and scope of the article being unchanged from previous years. A statistical table was embodied each month setting forth details with regard to the number of employees affected, the locality, the cause, the duration and the result of each dispute, the disputes being classified in the table according as they were begun during the month under review or prior to the beginning of that month. Accompanying the table was a brief description of each dispute. With the object of showing at a glance the full significance of the detailed tabular statement brief statistical analyses were presented each month, in which the disputes were classified according to trades, provinces, causes, methods of settlement, and results, with an approximate estimate of the total number of workpeople affected and the aggregate loss occasioned in working days.

An analysis and review of the trade disputes occurring during the calendar year 1907, was published in the January, 1908, issue of the *Gazette*. The article showed that there had been a slight increase in the number of trade disputes in Canada in 1907, compared with the previous year. There were in all 149 disputes in 1907, whereas the number in 1906 was 138. In 1907 the number of employees affected was approximately 34,694, and in 1906, 26,014. The number of working days lost in 1907 was 613,986, and in 1906 489,775.

INDUSTRIAL ACCIDENTS.

The record of industrial accidents kept by the department includes all accidents known to have been sustained by workmen throughout Canada in the course of their

employment resulting in loss of life or limb, or other serious impairment of their industrial efficiency. A descriptive article based on this record is published monthly in the *Labour Gazette,* an analysis being given of the accidents of the month classified according to the industries and trades in which the victims were engaged, with comparative returns for the preceding month and the corresponding month of the preceding year. A classification of the ages of the victims is also given in so far as information is available. Disasters involving the loss of more than one life are dealt with under separate headings. With the article a table is published in which a list of the fatal acidents of the month is given, classified according to industries and trades and with details relating to the locality, the date and the cause or nature of each accident. The record is based on information received from the correspondents of the *Gazette,* from inspectors of factories and mines, from the secretary of the Ontario Railway and Municipal Board and other authorities. The clipping bureau of the department is extensively utilized as indicating sources from which detailed and authentic information may be obtained. An exhaustive analysis of the departmental record of industrial accidents during 1907 is published elsewhere in the present volume.

IMMIGRATION AND COLONIZATION.

One of the most important features affecting economic and industrial conditions throughout Canada during the past few years has been the unprecedentedly heavy influx of immigrants from Great Britain and the United States, and the unprecedentedly rapid progress of settlement in the Northwest provinces. In order to present the latest statistical information with regard to these developments, the department entered into an arrangement with the Department of the Interior, Canada, during 1904, whereby monthly returns relating to immigrant arrivals, the number of homestead entries made, the nationality of homesteaders and the area of Dominion lands patented, are obtained as soon as compiled for publication in the *Labour Gazette.** As supplementary to this material, returns of land sales by various railway and other companies operating in western Canada are published as further illustrating the progress of settlement in the newer parts of the Dominion. Certain statistical information issued monthly by the Board of Trade of Great Britain, with reference to emigration from the United Kingdom to British North America is also reviewed. In a series of notes appended to the article various subjects of interest in connection with immigration are referred to such as, for example, the immigration operations of the Salvation Army, the Church Army and other agencies engaged in bringing immigrants to Canada; the proceedings of immigration and colonization societies; special features in connection with the distribution of immigrants, &c., &c.

The total immigration to Canada during the calendar year 1907, was 277,376, of which number of persons 220,825 entered by way of ocean ports and 56,551 came in from the United States. In 1906 the total was only 215,912, of which 152,130 came in by ocean ports and 63,782 were from the United States. It will be seen that the total arrivals of 1907 exceeded those of 1906 by 28 per cent. The increase was wholly made up in arrivals by ocean ports, those from the United States having shown a falling-off of 11 per cent. There was a net decrease of 12,598 in the number of homestead entries

*For a statement describing in detail the nature of these returns, see the report of the Department of Labour for the fiscal year ended June 30, 1905, page 18.

made during the calendar year 1907 as compared with 1906, the month of December being the only month of the year showing an increase on the same month in the previous year.

A considerable number of immigrants from Oriental countries reached the Pacific ports of Canada during the summer months of 1907, giving rise to an anti-Asiatic agitation which culminated in serious disturbances at Vancouver, B.C., on September 7, and on the days immediately following. A reference to the disturbance and to the communications exchanged in this connection between the Premier of Canada, the Japanese Consul General and the mayor of Vancouver, was published in the *Labour Gazette* for October. It was decided by the government that the Honourable Rodolphe Lemieux, Minister of Labour, should proceed as a special envoy to Japan to discuss with the Japanese government the question of immigration from Japan to Canada. Special references to the mission of the minister were published in the November and January issues of the *Labour Gazette,* with a review in the February issue of the statement concerning the mission made by the minister in the House of Commons.

By an order in council dated October 12, Mr. W. L. Mackenzie King, C.M.G., Deputy Minister of Labour, was appointed under Royal Commission to inquire into the losses and damages sustained by the Japanese population of Vancouver on the occasion of the disturbance above referred to. The text of the order in council and reference to the proceedings of the deputy minister were published in the *Labour Gazette* for November, 1907. Information having been elicited during the investigation of the deputy minister tending to show elaborately planned methods on the part of certain employment agencies to secure the emigration to Canada of Japanese labour, a second Royal Commission was issued to Mr. King in November to investigate the methods by which Oriental labourers had been induced to come to Canada, the proceedings of the investigation being reported in the *Gazette.* The findings of the deputy minister with regard to Japanese losses at Vancouver were published in the *Labour Gazette* for December, 1907, and the report of the commissioner's inquiry into the methods by which Oriental labourers had been induced to come to Canada was reviewed at length in the *Labour Gazette* for February.

References were published under separate headings in the February and March issues of the *Labour Gazette* to certain orders in council passed by the Department of the Interior, Canada, with a view to the further regulation of immigration. One of these orders was designed to prevent the inclusion of undesirable classes of immigrants among those sent out by charitable and benevolent associations operated in Great Britain outside the supervision of the Canadian Immigration Department. The order in council prohibited the landing in Canada after April 15, 1908, of any person whose passage has been paid wholly or in part by any charitable organization, or out of public moneys, unless it should be shown that the authority in writing of the assistant Superintendent of Immigration for Canada in London, had been obtained and that the authority had been acted upon within a period of 60 days. The second order in council prohibited immigrants from landing in Canada unless coming direct from the country of their birth or citizenship by a continuous journey and on through tickets purchased before leaving.

A special reference was made in the opening article of the *Labour Gazette* for January, to a regulation issued by the Immigration Branch of the Department of the

Interior, Canada, informing intending immigrants that up to February 15, they would be required to have $50 in their possession on landing, and after that, until April 1, $25, in addition to inland transportation, unless they showed to the satisfaction of the immigration officers at Canadian ports that they had employment awaiting them or friends who would care for them. A further order in council was passed in March extending the effect of the foregoing regulation until December 31, 1908, in so far as the provision for the minimum amount of $25 is concerned.

A special statement with reference to the establishment and operations of the British Welcome League of Toronto, was published in the *Labour Gazette* for December, 1907.

During the month of August, representations were made to the Department of Labour with reference to an alleged violation of the Merchants' Shipping Act of the United Kingdom, as amended in 1906, the effect of the amendment being to make it a penal offence to induce emigration by misrepresentation in Great Britain. The Honourable the Minister of Labour, after due inquiry submitted a memorandum on the subject which was adopted by His Excellency in Council, and forwarded for transmission to the Colonial Office. A special reference to the action taken in this connection was published in the *Labour Gazette* for October, 1907. It may be further stated that the April issue of the *Gazette* contained a special article dealing with the mission to Great Britain of the Deputy Minister of Labour, the result of which was to secure the passing of the Imperial legislation above referred to.*

RECENT INDUSTRIAL AGREEMENTS.

Beginning September, 1906, the department has published from time to time in the *Labour Gazette* the text of the more important agreements concluded between employers and employees in the several industries and trades throughout Canada. The department had made it a practice for some time previous to secure copies wherever possible of formal agreements of this character, and it was thought that additional value would be given to the material by its publication. The agreements not only contain a large body of information of a detailed character as to working methods and remuneration in the different concerns, but afford a useful and practical guide in the arrangement of other schedules and the settlement of disputes. The following is a list of the various agreements published in the *Labour Gazette* during the past fiscal year under the heading 'Recent Industrial Agreements':—

1. Agreement between brewery operators of Guelph, Ont., and Local Union No. 300 of the United Brewery Workers of America.
2. Agreement between the Canadian Pacific Railway Company and carmen employed on its eastern lines, effective January 1, 1907.
3. Agreement between the Canadian Pacific Railway Company and carmen employed on its western lines, effective December 1, 1906.
4. Agreement between the Canadian Pacific Railway Company and locomotive engineers on its central and Pacific divisions, effective April 1, 1907.
5. Agreement between the Quebec Central Railway Company and engineers and firemen in its employ.
6. Agreement between Federal Labour Union of Canada, No. 8, Medicine Hat, Alta., and its employers.

* A full statement with reference to this mission of the Deputy Minister of Labour, appears in the report of the Department for the fiscal year ended March 31, 1907, page 93.

7. Agreements between the Ottawa Builders' Association and the International Bricklayers Union No. 7, and the International Stone Masons, No. 14 of Ottawa.
8. Agreement between the Canadian Pacific Railway Company and its Maintenance-of-way employees, effective April, 1907, on western lines, and on May 1, 1907, on eastern lines.
9. Agreement between the Alberta Railway and Irrigation Company and coal miners in its employ.
10. Agreement between Builders' Labourers' Protective Union No. 4, of Ottawa, Ont., and certain contractors and employers of that city.
11. Agreement between Hotel and Restaurant Employees International Alliance at Victoria, B.C., and local operators.
12. Schedules of rates for trainmen on central and western divisions of the Canadian Pacific Railway system, effective April 1, 1907.
13. Agreement between the Toronto Railway Company and its employees.
14. Agreement between master builders and bricklayers and masons' unions at London, Ont.
15. Agreement in the allied printing trades at Toronto, Ont.
16. Agreement between master plumbers and operative plumbers, steamfitters, gas fitters and steamfitters' helpers at Calgary, Alta.
17. Agreement in the allied printing trades at Montreal, Que.
18. Agreement between the Intercolonial and Prince Edward Island Railways and their maintenance-of-way employees, effective April 1, 1907.
19. Scale of prices agreed upon between master printers of Quebec, Que., and International Typographical Union No. 302 of Quebec.
20. Rates of pay and rules governing services of firemen employed on the central division of the Canadian Pacific Railway system, effective from April 1, 1907.
21. Agreement between employing printers of Guelph, Ont., and International Typographical Union No. 391 of Guelph, effective October 1, 1907.
22. Agreement between the Western Fuel Company of Nanaimo, B.C., and its employees, effective from October 1, 1907.

It should be pointed out that the above list does not include agreements effected under the Industrial Disputes Investigation Act, 1907, which, as above mentioned, were published in the *Labour Gazette* in connection with the reports of the various boards appointed under the Act.

OPPORTUNITIES OF EMPLOYMENT.

In accordance with the practice begun in 1906, publication was made under separate headings, in several issues of the *Gazette* during the past fiscal year, of cases where employees were required by particular firms or employers, the statements being based usually on communications received from contractors or other large employers of labour. The Department, as in the previous year, communicated from time to time with employers who were reported at the time in the press as experiencing a scarcity of labour. During the spring and smumer months special items of information with regard to the scarcity of labour in various lumbering, mining, railway construction, shipbuilding and manufacturing concerns were published.

SPECIAL INVESTIGATIONS CONDUCTED BY THE DEPARTMENT.

The following subjects among others were specially investigated by the department and the results of the inquiries published in the *Labour Gazette* during the past year, namely:—The number and classes of labour organizations existing in Canada at the present time; the number of labour organizations formed and dissolved in Canada during 1907; legislation in Canada with regard to mechanics and wage earners' liens;

legislation in Canada with regard to the employment of child and female labour; the administration of the Lord's Day Act, 1906, in the several provinces; the fuel supply in the Province of Saskatchewan; rates of wages and hours of labour in the building trades, Canada; unemployment during the winter season of 1907-08.

NUMBER AND CLASSIFICATION OF LABOUR ORGANIZATIONS IN CANADA.

The department presented as an appendix to the March, April, May, and June, 1907, issues of the *Labour Gazette,* a directory of labour organizations in Canada, setting forth a complete list of the labour organizations existing throughout Canada as based on information in the possession of the department at the time of publication. The locality, name and number of each organization were given in the directory, together with the name and address of the secretary. In connection with the publication of the directory it was believed that an analysis of the information which it contained would be of value as throwing additional light upon tendencies of labour organization in Canada at the present time, with reference, in particular, to such features as the relative extent of organization in the several trades, the distribution of organizations among the different provinces and more important cities of the Dominion, and the extent to which the Canadian trade unions are affiliated with national and international central bodies.

In a special article published in the issue of the *Labour Gazette* for July, 1907, a statistical review of the directory was accordingly published, with the object of furnishing information on the above and other points of interest in readily accessible form. The article set forth, among other things, the number of congresses and national associations in Canada, with their respective affiliations, the number of labour councils and federations of trade unions according to provinces, the total number of trade unions chartered by national and international organizations having branches in Canada, the number of the latter being shown according to provinces and groups of trades affected.

The total number of labour organizations of all kinds in existence in Canada was shown to be 1,681, comprising 8 congresses, 5 national associations issuing charters, 49 trades and labour councils; 31 federations of trade unions, and 1,593 trade unions or other local associations of employees. The extent to which trades and labour councils have been formed in the several provinces of the Dominion is shown in the following table:—

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLES, VIII., A.R. No. 3.

TABLE SHOWING THE NUMBER OF TRADE UNIONS ESTABISHED IN THE DIFFERENT PROVINCES OF CANADA DURING THE CALENDAR YEAR 1907.

Province.	Number.
Nova Scotia	3
New Brunswick	2
Prince Edward Island	1
Quebec	5
Ontario	24
Manitoba	3
Alberta	4
Saskatchewan	2
British Columbia	5
Total	49

Thirty-nine of the above trades and labour councils were reported to be affiliated with the Trades and Labour Congress of Canada, and 3 with the National Trades and Labour Congress, the remainder being independent. There were 31 federations of trade unions, of which the building trades represented 15, printing and allied trades councils 4, federations of machinists 3, and federations of garment workers 2.

The number of trade unions or local organizations of employees in Canada was placed at 1,593, distributed by provinces as follows:—

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLES, VIII., A.R. No. 4.

TABLE SHOWING BY PROVINCES TOTAL NUMBER OF TRADES UNIONS OR ORGANIZATIONS OF EMPLOYEES IN CANADA AT CLOSE OF YEAR 1907.

Name of Province.	Number of Organizations.
Nova Scotia	123
New Brunswick	70
Prince Edward Island	6
Quebec	256
Ontario	752
Manitoba	89
Saskatchewan	31
Alberta	84
British Columbia	175
Yukon Territory	7
Total	1,593

Of 123 organizations in existence in Nova Scotia, 24 are in Halifax and 13 in Sydney. In Prince Edward Island, 5 out of a total of 6 unions are in Charlottetown. St. John, N.B., has 29 organizations, and Moncton 11, out of a total of 70 in New Brunswick. In Quebec, out of a total of 256 organizations, 114 are in Montreal and 50 in the city of Quebec. Ontario has a total of 756, of which 133 are in Toronto, 63 in Hamilton, 42 in Ottawa and 41 in London. In Winnipeg, Man., are 63 labour organizations, out of a total of 89 in the whole province. In Saskatchewan, out of a total of 31 organizations, 11 are at Moosejaw. In Alberta, out of a total of 84, Calgary has 34 and Edmonton 18. In British Columbia there are 175 labour organizations, of which 54 are in Vancouver and 32 in Victoria. The Yukon Territory has 7 organizations of which 6 are in Dawson City. It will be seen that Toronto with 133 organizations, Montreal with 114, Hamilton and Winnipeg with 63 each, Vancouver with 54 and Quebec with 50 are the cities in which the largest number of labour organizations are in existence.

Of the 1,593 local trade unions, 1,346 were stated to be affiliated with central organizations of an international character. The following table gives a complete list of the various international organizations having branches in Canada arranged according to industries and groups of trades and showing the number of unions chartered by each central organization in the several provinces.

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLES, VIII., A.R. No. 5.

TABLES SHOWING BY PROVINCES AND GROUPS OF TRADES LABOUR ORGANIZATIONS IN CANADA AFFILIATED WITH INTERNATIONAL ORGANIZATIONS, 1907.

THE MINING INDUSTRY.

Unions.	N.S.	P.E.I.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Total.
United Mine Workers of America	...	....	....	....	....	....	....	9	7	16
Western Federation of Miners	....	....	....	....	1	....	...	....	19	20
Quarry Workers' International Union of N.A.	....	....	....	....	1	....	....	1	....	2
Total	....	....	....	....	2	....	....	10	26	38

THE BUILDING TRADES.

Unions.	N.S.	P.E.I.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Total.
Bricklayers and Masons' International Union	3	....	1	6	30	2	1	3	2	48
Amalgamated Society of Carpenters and Joiners	..	....	....	1	12	2	4	3	4	26
United Brotherhood of Carpenters and Joiners	6	....	1	19	28	3	1	6	7	71
Inter. Union of Wood, Wire and Metal Lathers	....	..	....	....	1	1	....	2	1	5
Operative Plasterers' Inter. Association	....	....	...	1	6	1	....	1	1	10
Bro. of Painters, Decorators and Paperhangers of Am.	1	....	....	2	17	2	1	2	2	27
United Asso. of Plumbers, Steamfitters and Steamfitters' Helpers	1	....	....	2	13	2	....	2	2	22
Journeymen Stonecutters' Asso. of N.A.	....	....	....	5	12	2	....	2	2	23
Granite Cutters' Inter. Asso.	1	....	1	2	1	...	....	....	1	6
Inter. Asso. of Marble Workers	...	....	....	....	1	....	....	....	....	1
Intér. Brick, Tile and Terra Cottaworkers' Alliance	....	....	....	..	1	....	....	....	....	1
Inter. Ceramic, Mosaic and Encaustic Tile Layers	....	.	....	1	1	....	....	....	..	2
Inter. Hod Carriers' and Builders' Labourers' Union	...	....	...	3	4	1	..	2	....	10
International Labourers' Union	1	..	2	3	6	....	....	1	...	13
Inter. Union of Elevator Constructors	....	..	..	...	1	....	....	....	....	1
Total	13	....	5	45	134	16	7	24	22	266

THE METAL, ENGINEERING AND SHIPBUILDING TRADES.

Unions.	N.S.	P.E.I.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Total.
Iron Moulders' Union of North America	3	....	2	4	20	1	....	..	3	33
International Asso. of Mechanics	1	....	3	6	20	3	1	2	4	40
International Bro. of Blacksmiths	...	...	1	1	2	2	....	1	3	10
Bro. of Boilermakers and Iron Ship Builders	1	....	2	4	9	3	....	2	3	24
Inter. Asso. of Bridge and Structural Iron Workers	....	....	....	2	4	1	....	....	1	8
Inter. Union of Horseshoers of the U. S. and Canada	1	....	1	1	3	...	....	....	....	6
Amal. Sheet Metal Workers' Inter. Asso.	..	....	1	1	8	2	....	1	2	15
Jewelery Workers' Union of America	...	....	....	....	2	....	....	....	....	2
Metal Polishers, Buffers, Platers and Brass Workers' Union of N. A.	....	....	....	1	11	...	....	....	....	12
Inter. Bro. of Electrical Workers of America	1	....	....	1	5	2	....	1	6	16
Stovemounters' International Union	....	....	..	..	2	1	....	....	....	3
Sawsmiths' National Union	....	....	....	....	3	....	....	....	....	3
Inter. Bro. of Foundry Employees	....	....	....	....	....	....	....	....	1	1
Amalgamated Society of Engineers	.	....	....	2	7	...	....	....	1	10
Inter. Union of Steam Engineers	....	....	....	....	5	....	....	2	....	7
Inter. Bro. of Stationary Firemen	....	....	2	....	2	....	....	....	....	4
Marine Firemen, Oilers and Water Tenders Inter. Union	...	....	....	....	5	....	....	....	1	6
National Union of Shipwrights, Joiners and Caulkers of America	1	....	....	....	1	....	....	....	1	3
Total	8	....	12	23	109	15	1	9	26	203

THE WOODWORKING AND FURNISHING TRADES.

Unions.	N.S.	P.E.I.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Total.
Woodworkers' International Union of America	....	....	....	8	9	....	....	....	....	17
Carriage & Waggon Workers' International Union	....	....	1	....	4	....	....	....	....	5
Pattern Makers' League of North America	....	....	....	1	5	....	....	....	1	7
Upholsterers' International Union of North America	....	....	....	....	4	....	....	....	1	5
Coopers' International Union of North America	....	....	....	....	1	....	....	....	....	1
International Piano & Organ Makers' Union of America	....	....	....	....	8	....	....	....	....	8
Total	....	....	1	9	31	....	....	....	2	43

THE PRINTING AND ALLIED TRADES.

Unions.	N.S.	P.E.I.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Total.
International Typographical Union	1	.	3	4	19	3	3	1	5	39
International Printing Pressmen's Union	....	....	1	2	6	1	....	1	2	13
International Stereotypers' and Electrotypers' Union	....	....	....	....	4	....	....	....	....	4
International Photo. Engravers' Union of America	....	....	....	....	3	....	....	....	....	3
Lithographers' International Association	....	....	....	1	1	....	....	....	....	2
International Steel & Copper Plate Printers' Union	....	....	....	....	1	....	....	....	....	1
International Brotherhood of Bookbinders	....	....	1	1	3	1	....	....	2	8
Total	1	....	5	8	37	5	3	2	9	70

THE CLOTHING TRADES.

Unions.	N.S.	P.E.I.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Total.
Journeymen Tailors' Union of America	1	....	....	1	30	1	....	2	6	41
United Garment Workers of America	....	....	2	2	11	1	....	....	2	18
United Cloth Hat & Cap Makers of North America	....	....	....	1	1	....	....	....	....	2
United Hatters of North America	....	....	....	....	1	....	....	....	....	1
International Boot and Shoe Workers' Union	....	....	1	2	6	....	....	....	....	9
International Fur Workers' Union	....	....	....	1	2	....	....	....	....	3
Total	1	....	3	7	51	2	....	2	8	74

THE FOOD AND TOBACCO PREPARATION TRADES.

Unions.	N.S.	P.E.I.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Total.
Journeymen Bakers' & Confectioners' Inter. Union	....	....	....	1	8	1	....	....	1	11
Amalgamated Meat Cutters & Butchers' Workers of North America	....	....	....	....	1	....	....	....	....	1
International Union of United Brewery Workers	....	....	....	....	5	....	....	1	....	6
Cigarmakers' International Union of America	....	....	1	3	9	2	....	1	4	20
Tobacco Workers' International Union	....	....	....	....	3	....	....	....	....	3
Total	....	....	1	4	26	3	....	2	5	41

THE RAILWAY SERVICE.(*)

Unions.	N.S.	P.E.I.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Total.
Order of Railway Conductors	2	....	2	4	19	2	1	2	4	36
Brotherhood of Locomotive Engineers	5	....	4	9	31	3	1	2	4	59
Brotherhood of Locomotive Firemen	4	...	4	9	27	3	1	2	4	54
Brotherhood of Railway Trainmen	6	...	5	6	29	3	2	2	6	59
Brotherhood of Railway Freight & Baggagemen	2	....	4	4	3	....	....	....	....	13
Order of Railway Telegraphers	3	1	2	1	5	....	....	....	....	12
Brotherhood of Railway Clerks	2	1	2	....	....	....	....	....	....	5
Brotherhood of Maintenance of Way Employees	3	2	11	14	29	11	9	6	13	98
Brotherhood of Railway Carmen	2	....	2	6	14	3	1	2	4	34
Total	29	4	36	53	157	25	15	16	35	370

*In addition to the unions enumerated in this table, there are a federal labour union of railway employees in Prince Edward Island, a switchmen's union in Ontario, and a union of railway storemen in Manitoba.

THE LEATHER TRADES.

Unions.	N.S.	P.E.I.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Total.
Travellers' Goods and Novelty Leather Workers' International Union of America	....	...	...	1	1	...	....	....	....	2
United Brotherhood of Leather Workers on Horse Goods	....	....	....	1	6	1	....	1	2	11
Amalgamated Leather Workers' Union of America	....	....	..	1	2	....	....	...	....	3
Total	....	..	....	3	9	1	....	1	2	16

MISCELLANEOUS TRADES.

Unions.	N.S.	P.E.I.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Total.
Journeymen Barbers' International Union	2	....	....	....	18	1	....	2	4	27
International Broommakers' Union	....	....	....	1	4	....	....	....	....	5
United Brotherhood of Papermakers of America	....	....	....	2	2	....	....	....	....	4
Shirt Waist & Laundry Workers' International Union	....	....	....	1	2	....	....	1	1	5
International Paving Cutters' Union of the United States and Canada	....	....	....	1	....	....	....	....	....	1
Glass Bottle Blowers' Association of the United States and Canada	....	....	....	1	3	....	....	....	....	4
Amalgamated Inter. Asso. of Flint Glass Workers	....	....	....	1	1	....	....	....	....	2
Federated Asso. of Letter Carriers	....	....	....	2	6	....	....	....	2	10
Commercial Telegraphers' Union of America	1	....	....	....	2	1	....	1	1	6
Inside Elevator Employees	....	....	....	....	1	....	....	....	....	1
International Union of Textile Workers of America	....	....	....	....	2	....	....	....	....	2
Hotel and Restaurant Employees' International Alliance and Bartenders' Inter. League of America	....	....	..	1	13	1	....	....	3	18
Retail Clerks' International Protective Association	....	....	....	....	6	....	1	....	....	7
American Federation of Musicians	....	....	....	1	8	....	1	1	1	12
Theatrical Stage Employees' International Alliance	....	....	....	1	5	....	....	....	1	7
Total	3	....	....	12	73	3	2	5	13	111

LABOUR ORGANIZATION IN CANADA DURING 1907.

The article above described had reference to conditions as they existed during the opening months of 1907. Supplementing this information a statistical account was given in the February, 1908, *Gazette* of the various labour organizations that were formed or dissolved in Canada during the preceding calendar year. The article was similar in form and scope to the reviews published on the same subject in previous years. Details were given in the case of each organization with reference to locality, date of formation and other particulars, including in the case of dissolved unions,

information with regard to the cause or causes of dissolution. The statistics were based upon information collected by the department during the year from the daily press, the trade journals of the several labour organizations and other sources, details being obtained or verified by correspondence with the secretaries of unions, trade union organizers, the correspondents of the *Labour Gazette* and other persons in a position to furnish accurate information.

According to the information received by the department the total number of labour organizations formed in Canada during 1907 was 232 and of organizations dissolved 58, being a net increase during the year of 174 in the number of organizations in existence. Compared with the three preceding years, the returns showed a marked increase in the activity of organization. In 1906, the number of organizations formed was 154, and of organizations dissolved 85, a gain of only 69. In 1905, there was a net loss of 2, the unions formed numbering 103, and of unions dissolved, 105. There was an increase of 44 in the number of unions during 1904. The year 1903 alone, since the inauguration of the present record by the department, was more active than the season just past in respect to the organization of workmen, the number of unions formed in that year being 275, and of unions dissolved 54, a net increase of 221.

The following table, taken from the article, shows by industries and trades the number of labour organizations formed and dissolved during the years 1903, 1904, 1905, 1906 and 1907, respectively:—

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLES, VIII., A.R. No. 6.

TABLE SHOWING BY INDUSTRIES AND GROUPS OF TRADES THE NUMBER OF LABOUR ORGANIZATIONS FORMED AND DISSOLVED IN CANADA DURING 1903, 1904, 1905, 1906 AND 1907.

Industries or Groups of Trades.	1903.		1904.		1905.		1906.		1907.	
	Unions Formed.	Unions Dissolved.	Unions Formed.	Unions Dissolved.	Unions Formed.	Unions Dissolved.	Unions Formed.	Unions Dissolved.	Unions Formed.	Unions Dissolved.
Agriculture	13	1		1						
Fishing	1				5		12		1	
Lumbering								1		
Mining	13	2	14	4	3	1	7	5	19	2
Building	48	4	35	25	22	13	44	18	41	6
Metal	42	6	25	12	11	13	18	14	43	13
Woodworking	14	2	1	13	51	8	2	2	2	2
Printing	7	4	9	1	12	2	5	3	9	3
Clothing	5	2	20	3	7	4	7	6	8	4
Leather	3	2	1		2	2	3		1	1
Textile							11		11	3
Food and Tobacco Preparation	9	2	2	11	7	4	1	1	6	
Hotel and Restaurant employees		*							8	
Railway Employers		†							51	20
Street Railway Employees		†							2	1
General Transport	61	8	21	18	18	50	19	18	5	
Miscellaneous	32	11	14	14	6	1	13	13	17	3
General Labour	20	10	5	7	4	2	4	2	5	
Trades and Labour Councils	8		5		2	1	8	2	3	
	275	54	148	104	103	105	154	85	232	58

* Included under "Food and Tobacco Preparation" in 1903, 1904, 1905 and 1906.
† Included under "General Transport" in 1903, 1904, 1905 and 1906.

A table was included in the article showing the number of charters issued and withdrawn in Canada during the year by the leading international organizations.

LABOUR LEGISLATION IN CANADA.

A series of articles dealing with labour legislation in Canada, the preparation of which was begun shortly after the establishment of the department in 1900,* was continued during the past year, a detailed review being given of the provisions of the various mechanics' and wages earners' lien Acts in force in the several provinces. The article followed in logical sequence upon two articles published in the preceding volume of the *Labour Gazette* dealing with legislation defining the general relations of master and servant and with legislation for the protection of workmen's wages. In the first of these were set forth the obligations of employers in the matter of prompt payment of wages, and in the second the various Acts of a special nature having a similar object in view. The effect of the mechanics' lien Acts is to give to workmen engaged in certain classes of employment, in addition to the rights and privileges described in the articles just referred to, a specific claim to the extent of the amount owing them for services or material, upon the value of the property on which their labour or material has been expended. The article was published in three instalments and its general scope will be understood from the following list of the sub-titles under which the material was set forth: definitions and terms; the origin and nature of mechanics' liens; the waiving of mechanics' lien Acts; attachment of mechanics' liens; the amount of mechanics' liens; the protection of owners; the priority of mechanics' liens; additional security for mechanics' liens; information at the disposal of lien holders; the registration of mechanics' liens; the expiry of mechanics' liens; the discharge of mechanics' liens; the consolidation of mechanics' liens; the transmission of mechanics' liens; the payment of woodmen's wages in Alberta and British Columbia; mechanics' liens on chattels; the enforcement of mechanics' liens in the various provinces; the arbitration of disputes; and forms. The article did not include legislation relating to liens in favour of particular classes of employees such as fishermen, woodmen, jewellers, threshers, &c., which it is the intention to deal with subsequently in the *Labour Gazette*.

CHILD AND FEMALE LABOUR.

The subject of child and female labour is one in which the department has taken special interest for some time and with regard to which frequent inquiries have been received. With a view of rendering available, in convenient form, the various provisions of the Canadian law for the protection of women and children as employees, a special article was published in the March 1908 issue of the *Labour Gazette* dealing in a brief but comprehensive way with legislation with regard to child and female labour in Canada. The particular branches of employment in which the regulation of child and female labour is provided for in Canada are, in the main, employment in factories and workshops and in coal and metalliferous mines. In each of these branches provisions of a distinctive character are in force. The article accordingly

* For an explantory statement with regard to the nature and scope of this series see the annual report of the Department for the fiscal year 1907, pages 29-30.

gave a resumé of existing legislation in the several provinces under the following headings:—

I. Legislation with regard to child and female labour in factories.

II. Legislation with regard to child and female labour in workshops.

III. Legislation with regard to child and female labour in mines.

IV. Miscellaneous and pending legislation with regard to child and female labour.

In order to render comparison of the law in the several provinces easy, tabular statements were included in the article showing in juxtaposition the leading provisions in the several provinces with regard to the employment of women and children in factories, shops and mines. Certain additional provisions with regard to child and female labour were also noted, with a reference to methods of enforcing the law and to legislation pending at the date the article was completed. Legislation of a more general character for the protection of women and children was also noted, but inasmuch as the Acts in question did not specifically refer to employment and the position of women and children in the industrial world as distinct from the general and social life of the community, extended notice was not given. An exception, however, was made in the case of the laws of the several provinces having reference to compulsory attendance at school, owing to the importance which attaches to this legislation in connection with the enforcement of the factories and shops' Acts.

A special committee of the Ontario legislature was appointed in February, 1907, for the purpose of conducting an inquiry into the administration of the Ontario law with reference to child labour. A summary of the evidence taken before this committee and of the findings and recommendations of the committee was published in the April, 1907, *Gazette*.

ENFORCEMENT OF THE LORD'S DAY ACT, 1906.

In the Act Respecting the Lord's Day, which was passed at the 1906 session of the Dominion Parliament, and which came into effect on March 1, 1907, sections were inserted to the effect that nothing in the Act should be construed as repealing or in any way affecting the provisions of any provincial Act with reference to the observance of the Lord's Day, and stating that no action or prosecution for a violation of the Act should be commenced without leave of the attorney general for the province in which the offence was alleged to have been committed. In connection with the going into force of the law, action of a special nature was taken by the attorneys general of certain of the provinces by way of pointing out to those charged with the immediate administration of the criminal law the provisions of the new statute and of defining what the attitude of the provincial department would be in the event of prosecutions being undertaken. A brief statement of the action taken in this connection in the several provinces was published in the *Labour Gazette* for July, 1907, based on information secured by the department from the various attorneys general. In Nova Scotia, New Brunswick, Prince Edward Island, Saskatchewan and Alberta, announcements were made in varying forms, that consent would be given for prosecutions for infractions of the Act. In Quebec and in Manitoba the Act was not made the subject of

any special announcement, the former province having passed at Act regulating Sunday labour prior to the coming into force of the Dominion Act. In Ontario it was stated that each case under the Act would be considered as it came up. In British Columbia it was announced that the government would not give its consent to prosecutions under the Lord's Day Act.

THE FUEL SUPPLY IN SASKATCHEWAN.

With a view to preventing a recurrence of the scarcity of coal which prevailed during the winter of 1906-07 in the province of Saskatchewan, due in part to the strike in the Lethbridge mines, but also to insufficient transportation facilities on the part of the railway companies, a special effort was made by the government of the province, during the summer of 1907, to induce settlers to secure full stocks of coal prior to the setting in of the winter season. In this connection a letter was sent out by the Honourable the Minister of Agriculture for Saskatchewan to the leading coal companies throughout western Canada asking them what concessions they were willing to make in the way of allowing credit to induce the people to lay in their supply at an early date. The replies received to this letter were given as much publicity as possible through the press, together with other information gathered by the governmnt relative to the coal supply. In the month of September, for example, a statement based on the replies received and setting forth the exact situation, was issued under the heading 'Buy Your Coal Now.' Later, steps were taken by the government to open a coal mine in the Eagle Lake district for the benefit of settlers in that vicinity. The result of this discussion of the question was that the public was rendered more alert and the railway companies induced to give their best attention to supplying the rolling stock necessary for the transportation of fuel. As the weather during the winter of 1907-08 was exceptionally mild, little or no hardship arising out of the fuel supply was reported. In two articles published in the August and October, 1907, issues of the *Labour Gazette,* the full text of the various communications, statements, &c., issued by the Saskatchewan government, as above described, was given with notes relating to the nature of the situation and the action of the governemnt.

WAGES AND HOURS IN THE BUILDING TRADES, CANADA.

A statistical table of rates of wages and hours of labour current in the building trades throughout Canada during the years 1906 and 1907, was published in the December, 1907, issue of the *Labour Gazette.* The table was prepared by the Fair Wages officers of the department from statistics collected by personal investigation in the several localities included. The rates given were those paid by contractors to competent workmen in their employ, which were regarded as the generally accepted current rates at the time of the visit of the officer to the locality. The rates current in 1906 were given in such localities only as were visited during that year, but were not again visited in 1907. The localities included in the table were so distributed as to represent the most important industrial sections in the several provinces. They were arranged in the table by provinces and in three groups, group A, representing localities with a population of 10,000 and over; group B, localities with a population of 5,000 and over and less than 10,000, and group C, localities with a population of less than

5,000. The table permits of a comprehensive view of the varying level of wages in the building trades in the several provinces and of the differences in rates prevailing among the several classes.

UNEMPLOYMENT DURING THE WINTER SEASON 1907-08.

With the advent of cold weather in the closing weeks of November a considerable decrease in the amount of general employment usually occurs throughout Canada. The outside trades are particularly affected, though the lumber camps of Ontario and the eastern provinces absorb large numbers of men at this period and the work of snow removal and the gathering of the ice supply require the services of many. The net result, however, is to leave a large number of men, especially among the unskilled classes, with only intermittent employment during the winter months.

During the past winter season, as a result largely of unfavourable financial conditions, the number of those temporarily out of work was larger at certain points than for several years past. The situation was widely discussed in the public press. With a view of presenting an authentic statement on the subject, in connection with the distribution of the labour supply and for the information of intending immigrants, the correspondents of the *Labour Gazette* resident in the several cities of the Dominion, were requested during January to forward, in addition to their usual reports, a special statement showing the number of unemployed, if any, in their respective localities, the causes, other than seasonal, of any unemployment existing, and any steps of a special nature being taken to provide employment. Special reports received in this way from the correspondents were printed in the February, 1908, issue of the *Labour Gazette* under a special heading, with a brief introductory review summarizing the situation as a whole.

While it was found that conditions varied widely according to locality, certain features of more or less general application were noted. In the maritime provinces employment was about the same as usual during the winter, except in the lumbering industry; in portions of New Brunswick and Prince Edward Island conditions were in fact somewhat more active than last year. In Quebec and in eastern Ontario the amount of general employment was less than in the preceding year, but widespread unemployment was not apparent. The number of unemployed was found to be largest west of Peterborough and south of the Georgian Bay in Ontario, and in British Columbia. In the western provinces, though the labour supply was larger than in 1906-07, the exceptionally mild winter allowed outside operations to continue to an unusually late period. The prevailing dullness was almost wholly attributed to the financial stringency, which by curtailing credits caused a falling off in production, beginning with the month of November, especially in manufacturing and lumbering. Coal mining on Vancouver Island was also quiet from causes that were regarded as exceptional. On the other hand the amount of railway construction in progress was unusually great for the season and in eastern Ontario and Quebec the work of snow removal was heavy. A number of municipalities continued works which under normal conditions would have closed down during the winter. It was pointed out, in conclusion, that the remarkable and continued prosperity of industry and especially of manufacturing during the past few years in Canada had enabled employees to provide for

the temporary falling-off in activity to a degree which would otherwise have been impossible.

OTHER SPECIAL ARTICLES.

The following additional subjects were dealt with in special articles:—

A. *Legislation enacted by the Dominion parliament and by the legislatures of the several provinces during 1907 affecting industrial and labour conditions.*

Under this heading nine articles in all were published, as follows:—

1. *Dominion legislation.*—In the article dealing with legislation enacted by the Dominion parliament during 1907, an outline was given of the following Acts, namely: An Act establishing a fund to provide life allowances to retired employees of the Intercolonial and Prince Edward Island Railways; an Act for the protection of the wages of labourers engaged in the construction of the National Transcontinental Railway; an Act to provide for the construction and maintenance of cold storage warehouses; an Act amending the Immigration Act; an Act providing for the preservation of peace in the vicinity of public works; an Act establishing a revised schedule of customs duties and having reference to the prevention of combines and conspiracies in restraint of trade; an Act amending the Canada Shipping Act with reference to offences of seamen and apprentices, and to steamboat inspection; an Act establishing a Department of Mines; and an Act authorizing the payment of bounties on binder twine and iron and steel manufactured in Canada. The various Acts of the session relating to railways were also summarized and a review of miscellaneous legislation given. As above stated, the Industrial Disputes Investigation Act, assented to on March 22nd, was reviewed under a separate heading. The more important Bills affecting labour which were introduced but which did not receive the royal assent, were also briefly noted.[1]

An Appropriation Act passed by the Dominion parliament on February 12, during its 1908 session, providing for the granting of a loan of $2,850,000 to be expended in purchasing seed grain for homestead settlers in the provinces of Saskatchewan and Alberta, was reviewed in the March, 1908, *Gazette.*

2. *Nova Scotia legislation.*—A review of the following Acts passed by the Nova Scotia legislature during 1907 was published in the *Gazette:*—A number of amendments to the Coal Mines' Regulation Act, for the additional protection of employees in or about coal mines, and with special reference to the use of safety lamps and the employment of stationary engineers; an Act providing means for the establishment of a technical education system for the province; an Act amending the previous law with regard to deductions from wages for medical attendance; an Act to provide for the appointment of a Secretary of Industries and Immigration for the province; an Act authorizing the appointment of a commission to examine into the report on old age pensions; legislation with regard to Sunday labour; an Act with regard to the price of electric light and energy; and various miscellaneous measures.[2]

3. *New Brunswick legislation.*—The following Acts passed by the New Brunswick legislature during 1907 were reviewed, namely:—An Act providing for the organization

[1] See the *Labour Gazettes* for April, 1907, page 1118 and for May, 1907, page 1248.
[2] See the *Labour Gazette* for July, 1907, page 70.

and incorporation of Fishermen's Unions; an amendment to the Workmen's Compensation Act; an Act to improve the housing accommodation of miners; various Acts for the encouragement of agriculture; an Act to encourage the manufacture of starch from potatoes; and an Act relating to government ownership of telephone systems.[3]

4. *Quebec legislation.*—The subjects dealt with by the Quebec legislature during 1907 as reviewed in the *Labour Gazette* were the protection of women and children employed in industrial establishments; boiler inspection; the prevention of industrial accidents; Sunday labour; co-operative associations; the taxation of companies, partnerships, &c.; timber licenses and others.[4]

5. *Ontario legislation.*—The Ontario legislature during the session held in 1907, passed Acts with regard to the examination of stationary engineers; the constitution of the Hydro-electric Power Commission; the encouragement of metal refining and smelting; and various Acts respecting public utilities, fishing, immigration, co-operation, &c. These were reviewed in detail in the *Labour Gazette.*[5]

6. *Manitoba legislation.*—The protection of children, the establishment of municipal coal and wood sheds, the regulation of municipal telephone systems, the establishment of government telephone and telegraph systems, the early closing of drug stores and various matters relating to railways, were dealt with by the Manitoba legislature during 1907 and were reviewed in the *Labour Gazette.*[6]

7. *Saskatchewan legislation.*—The Acts of the Saskatchewan legislature which were reviewed were: A Mechanics' Lien Act; an Act respecting the taxation of corporations and miscellaneous legislation.[7]

8. *Alberta legislation.*—The labour legislation of the year included a railway Act, a steam boilers Act, a noxious weeds Act, a dairymen's Act, and an Act respecting the taxation of corporations.[8]

9. *British Columbia legislation.*—Among Acts passed by the British Columbia legislature, 1907, the following were of special interest to labour: an Act establishing the eight hour day in smelters, an early closing Act, an curfew Act, an amendment to the Mechanics' Lien Act, and various Acts for the protection of timber, the issuing of trade licenses and the taxation of industrial undertakings.[9]

In addition to the above a special article was published in the August, 1907, issue dealing with the Workmen's Compensation Act which was passed by the parliament of the United Kingdom in 1906 and went into effect on July 1, 1907. No less than 6,000,000 additional persons were brought by this Act within the scope of the law, giving compensation for injury by accident.

B. *The Fair Wages Resolution.*—Akin to the subject of Dominion legislation affecting labour was a provision enacted during August by order in council of the

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[3] See the *Labour Gazette* for August, 1907, page 186.
[4] See the *Labour Gazette* for June, 1907, page 1384.
[5] See the *Labour Gazette* for December, 1907, page 690.
[6] See the *Labour Gazette* for May, 1907, page 1258.
[7] See the *Labour Gazette* for November, 1907, page 548.
[8] See the *Labour Gazette* for November, 1907, page 545.
[9] See the *Labour Gazette* for August, 1907, page 184.

Dominion government with the object of furthering more effectively the purpose of the fair wages resolution adopted in March, 1900. The order in council provides that schedules prepared by the officers of the Department of Labour must be posted by the contractors in a conspicuous place on the works under contsruction and that books and documents of contractors containing a record of payments made under the resolution must be open for inspection by the Fair Wages officers of the department. A special article setting forth the text of the order in council and the recommendations of the Deputy Minister of Labour on which it was based, was published in the *Labour Gazette* for September, 1907.

C. *House of Commons Select Committee on Co-operation.*—During the months of February and March, 1907, evidence was taken by a select committee of the House of Commons relating to the subject of co-operation in Canada. The Honourable Rodolphe Lemieux, Minister of Labour, was chairman of the committee, and the question came before the committee in the form of a Bill intituled 'An Act respecting Industrial and Co-operative Societies,' for the purpose of creating and organizing industrial and co-operative societies among the farming and labouring classes of Canada. The measure was not proceeded with during that session, but was reintroduced at the next session. A large amount of very important and interesting information was elicited. A review at some length of the evidence taken before the committee was published in the *Labour Gazette* for May, 1907.

D. *International labour legislation.*—During the month of May, 1907, two references were made from the Privy Council to the Department of Labour of despatches from the Secretary of State for the Colonies to His Excellency the Governor General. One of the despatches related to the International Conference on Labour Regulation held in Switzerland in September, 1906, and contained the text of an international convention on the prohibition of night work for women and the prohibition of the use of yellow phosphorus in the manufacture of matches. The second despatch concerned the terms of an address for a Return to the Imperial House of Commons with regard to compulsory native labour. An article dealing with these despatches was published in the *Labour Gazette* for July, 1907.

E. *The Meat and Canned Foods Act, 1907.*—The Act respecting the inspection of meats and canned foods, referred to above, was brought into operation in September, 1907, regulations having been issued during August. A special statement with reference to these regulations and the appointment of inspectors under the Act was published in the *Labour Gazette* for October.

F. *The Intercolonial Railway Employees' Provident Fund.*—The Act passed by the Dominion parliament to establish a fund to provide for the payment of life allowances to retired employees of the Intercolonial and Prince Edward Island railways was placed in operation shortly after the royal assent was obtained, though arrangements in full detail looking to the organization of the fund were not completed for some time. An article dealing with these arrangements up to September, 1907, was published in the *Labour Gazette* for October, 1907. The article set forth the number of employees paying into the fund, the monthly amount contributed and the number who had been retired under the Act.

G. *The Grand Trunk Pension Department.*—By legislation passed during 1907, by the Dominion parliament, the Grand Trunk Railway Company of Canada was granted permission to establish a pension fund for the payment of allowances to employees after leaving its service. In pursuance of this legislation the sum of £40,000 was set apart by the directors as the initial capital required for putting the pension arrangement into operation. Later a series of rules and regulations was prepared and became effective on January 1, 1908. A copy of the regulations was published in the *Labour Gazette* for February, 1908.

H. *Government ownership of telephones in Western Canada.*—During the past two years a movement looking to the establishment and operation of telephones under government or municipal control has made rapid progress in the western provinces of Canada, including Manitoba, Saskatchewan and Alberta. In two of the provinces in question, namely, Manitoba and Alberta, legislation authorizing the construction of such systems was passed in 1906. In the *Labour Gazette* for December, 1907, a statement setting forth the steps taken to carry this legislation into effect, and with a view to possible legislation in the remaining province, was published. In the February, 1907, *Gazette,* was published a statement relating to the purchase of the business of the Bell Telephone Company in Manitoba by the provincial government.

I. *Technical education in Nova Scotia.*—A review of the action taken by the government of Nova Scotia in giving effect to the legislation passed during 1907, providing means for the establishment of a technical education system for the province, was published in the *Labour Gazette* for November, 1907. The statement, which was furnished by courtesy of Professor Fred. H. Sexton, Director of Technical Education and Principal of the Nova Scotia Technical college, sets forth the manner in which the system will be conducted.

J. *Old Age Pensions in Nova Scotia.*—The commission appointed under the provisions of the Act passed by the Nova Scotia legislature in 1907 respecting old age pensions and miners' relief societies, submitted its report under date of February 7, 1908. The findings of the commissioners were reviewed in the *Labour Gazette* for March.

K. *The Nova Scotia Department of Industries and Immigration.*—The organization of the Nova Scotia Department of Industries and Immigration under legislation passed during 1907, was made the subject of a special article in the *Labour Gazette* for November, 1907.

L. *Labour conditions in the Alberta coal mines.*—On May 17, 1907, a commission was appointed by the government of the province of Alberta to inquire into the circumstances attending the production of coal in the province, including relations between employers and employees, causes of any differences between employers and employees, requirements for the fair settlement of the same, and the general condition of labour in the industry. The report of the commissioners, which dealt in detail with these and other phases of the situation was published in the *Labour Gazette* for September, 1907.

M. *Important meetings of trades and labour congresses, manufacturers' association and other public bodies.*—Special reports were published in the *Labour Gazette* of

the following meetings:—The twenty-third annual convention of the Trades and Labour Congress of Canada, held at Winnipeg, Man., during September; the fifth annual convention of the National Trades and Labour Congress of Canada, held at Glace Bay, N.S., during September; the twenty-sixth annual convention of the Canadian Manufacturers' Association, held at Toronto, Ont., in September; the annual convention of the Trades Union Congress of Great Britain, held at Bath, England, in September; the third annual convention of the Fishermen's Union of Nova Scotia held at Halifax, N.S., in September; the annual convention of District Association No. 6, Western Federation of Miners, held at Greenwood, B.C., in January, 1908; the annual convention of the Canadian Forestry Association, held at Ottawa, Ont., during March, 1907; the seventh annual convention of the Union of Canadian Municipalities, held at Fort William and Port Arthur, Ont., in August, 1907. A special report of an interview between representatives of the Trades and Labour Congress of Canada and the Dominion government, held during January, 1908, was published in the *Labour Gazette*.

N. *The Quebec bridge disaster.*—A special report of the disaster which occurred at the steel cantilever bridge in course of erection over the St. Lawrence river about eight miles above the city of Quebec, was published in the September, 1907, *Gazette*.

O. *The Edward medal for courage.*—During the month of January, 1908, a circular was received by His Excellency the Governor General informing the Canadian government that His Majesty the King had been pleased to institute a medal to be called the Edward medal, for the purpose of distinguishing by some mark of the royal favour the many heroic acts performed by miners, quarrymen or others who endangered their lives in saving or endeavouring to save the lives of others from perils in mines or in collieries within His Majesty's Dominions. A description of the medal and of the conditions of award was published in the *Labour Gazette* for February, 1908. The *Gazette* for March, 1908, contained a reference to an announcement that His Majesty the King had been pleased to allow Miss Marguerite J. Lamb, of Newcastle-on-Tyne, England, to receive an Edward medal of the first class in recognition of the heroic action of her brother, the late George H. Lamb, in endeavouring to save the lives of five men at a fire in the mine of the Strathcona Coal Company at Strathcona, Alberta.

P. *Insurance of municipal employees at Winnipeg, Man.*—A special article dealing with an arrangement in operation at Winnipeg, Man., whereby workmen employed by the municipality are insured against accidental injuries received in the course of their employment, was published in the May, 1907, issue of the *Labour Gazette*.

Q. *Settlement under the Conciliation Act.*—The *Labour Gazette* for May, 1907, contained a detailed report of the settlement of a strike of woolen mill employees at Chambly Canton, Que., by the friendly offices of the department, under the Conciliation Act, 1900.

R. *Industrial arbitration at Toronto, Ont.*—By agreement between the Toronto Railway Company and its employees disputes between the company and its workmen are to be settled by conciliation or arbitration. An account of the arbitration of a dispute which had arisen between the parties, with the full text of the award of the board, was published in the *Labour Gazette* for January, 1908.

S. *The People's Bank (co-operative) of Lévis, Que.*—The seventh annual report of the executive committee of La Caisse Populaire de Lévis, Qué., for the year ended November 30, 1907, was reviewed in the March, 1908, issue of the *Labour Gazette.*

T. In the January issue of the *Gazette,* the usual *review of industrial and labour conditions in Canada* during the previous calendar year was published, the article containing concise and comprehensive statements under the following headings: General resumé; wages and hours of labour; cost of living; immigration and colonization; interruptions to industry; conditions in the following industries and trades: agriculture, fishing, lumbering, mining, manufacturing, railway construction, general transport, building, metal, engineering and shipbuilding, wood-working and furnishing, printing, clothing, food and tobacco preparation, leather, miscellaneous, and unskilled labour; Canadian trade and revenue; proceedings of labour organizations, employers' associations, &c.; Royal commissions; legislation; legal decisions, and notes.

U. Brief references were made under separate headings to the record of Canadian bank clearings during 1907, and to the amount paid in bounties on iron and steel in 1907.

SPECIAL REVIEWS.

Numerous publications received at the department during the year were reviewed in special articles as being of particular interest to industry and labour. A list of the publications reviewed in this way is as follows:—

1. The report of the royal commission appointed in February, 1907, to inquire into the dispute between the Bell Telephone Company, Limited, and operators employed in its offices at Toronto, Ont., with respect to wages and hours of employment. Mr. W. L. Mackenzie King, C.M.G., the Deputy Minister of Labour, was chairman of the commission, and the report of the commissioners was issued from the Department of Labour on September 12, 1907, being reviewed in the proximate issue of the *Labour Gazette.*

2. Four statements issued by the Census and Statistics Branch of the Department of Agriculture, Canada, during the year, with reference to the manufacturing industry of Canada, were reviewed in separate articles. The statements dealt respectively with the growth of the manufacturing industry in Canada from 1901 to 1906, as shown by the value of manufactured products in the years in question; the more important branches of the industry; the number of wage earners and amount paid in wages in the manufacturing industry, Canada, in 1905, as compared with 1900; and the capital employed in the industry in 1900 and 1905, respectively.

3. On September 1, 1905, Saskatchewan and Alberta were given the status of provinces of the Dominion and on June 24 of the following year a census of the new provinces and Manitoba was taken. A review of the results of the census, which throw a very interesting light on industrial developments in this portion of the Dominion during the first five years of the present century, was published in the *Labour Gazette* for July, 1907.

4. A bulletin of the Canadian census relating to the earnings of workpeople of various occupations in Canada, from data furnished by the census of 1901, was reviewed in the May, 1907, *Gazette.*

5. A review was published in the August, 1907, issue of the *Labour Gazette* of the results of a comprehensive investigation conducted at Ottawa, Ont., by a special committee of the Civil Service Association into local tendencies in the cost of living during the preceding decade. The investigation showed that the cost of living had increased by from 28 to 34 per cent.

6. A hand-book issued by the Industrial Sub-committee of the Factory League, containing a summary of the factory and shop Acts of the British Dominions was reviewed in the March, 1908, *Labour Gazette.*

7. A special review was given in the January, 1908, *Gazette* of statistics of insurance of a number of labour organizations in Ontario, as shown by the report of the Provincial Inspector of Insurance and Registrar of Friendly Societies, with regard to the transactions of these societies during the year 1906.

8. Two consular reports relating to industrial conditions in Germany and containing an interesting statement with regard to prices of food in that country were reviewed in the December, 1907, *Labour Gazette.*

9. The seventh annual report of the Department of Labour, Canada, for the fiscal year ended March 31, 1907, was reviewed in the January, 1908, *Gazette.*

REVIEWS OF BLUE BOOKS AND OFFICIAL REPORTS.

In addition to the publications mentioned above, many official blue books and reports, containing information of interest from the standpoint of industry and labour, were reviewed, as in previous years, under the heading 'Reports of Departments and Bureaus,' which appeared in each issue of the *Labour Gazette.* A complete list of these reports classified according to the governments by which they were issued is given below. It will be seen that among the publications which were noticed in this way were 21 issued by the Dominion of Canada; 19 issued by the various provinces of the Dominion; 15 issued by Great Britain; 3 by New Zealand; 2 by New South Wales, and 18 by the United States (federal and state) governments.

CANADA.

1. Summary of the mineral production of Canada for 1906, Mines Section, Geological Survey of Canada, Ottawa.
2. Report of the Department of Trade and Commerce for the fiscal year 1906, Part II., Trade of various countries, and treaties and conventions.
3. Railway Statistics of the Dominion of Canada for the year ended June 30, 1906.
4. Speeches delivered in the Senate of Canada during the third session of the tenth parliament, 6 and 7 Edward VII., 1906-07, *re* Old age annuities.
5. Report, returns and statistics of the Inland Revenues of the Dominion of Canada for the fiscal year ended March 31, 1907.
6. Department of Railways and Canals, Canal statistics for the season of navigation, 1906.
7. Tables of trade and navigation of the Dominion of Canada for the fiscal year ended March 31, 1907.
8. Report of the Postmaster General for the fiscal year ended March 31, 1907.
9. Annual report of the Department of Railways and Canals, Canada, for the fiscal year ended March 31, 1907.
10. Report of the Superintendent of Insurance of the Dominion of Canada for the year ended December 31, 1906.

11. Report of the Minister of Agriculture for the Dominion of Canada for the fiscal year ended March 31, 1907.
12. Annual Report of the Department of the Interior, Canada, for the fiscal year ended March 31, 1907.
13. Reports of the harbour commissioners for Toronto, Quebec, Three Rivers, Belleville, North Sydney, Pictou, and Montreal; pilotage certificates of masters and mates, the harbour and shipping masters, certain port wardens; statement of wrecks and casualties, chiefly up to December 31, 1906.
14. Report of the Minister of Justice, as to penitentiaries of Canada, for the fiscal year ended March 31, 1907.
15. Fortieth annual report of the Minister of Marine and Fisheries, 1907.
16. Annual Report of the Department of Indian Affairs, Canada, for the fiscal year ended March 31, 1907.
17. Report of the Minister of Public Works for the fiscal year ended March 31, 1907.
18. Railway statistics of the Dominion of Canada for the calendar year ended June 30, 1907.
19. Summary report of the Geological Survey of Canada for the calendar year 1907.
20. Report of the Royal Commission on the grain trade of Canada, 1906.
21. Report of the Dairy and Cold Storage Commissioner for the fiscal year ended March 31, 1907.

NOVA SCOTIA.

1. Report of the Department of Mines, Nova Scotia, for the year ended September 30, 1906.

NEW BRUNSWICK.

1. Report of the Department of Agriculture of the Province of New Brunswick, for 1906.

ONTARIO.

1. Seventh annual report of the Bureau of Labour of the province of Ontario for the year ended December 31, 1906.
2. Report of the Bureau of Mines, 1906, Part I.
3. Report of the Bureau of Mines, 1906, Part II.
4. Thirty-second annual report of the Ontario Agricultural College and experimental Farm, 1906.
5. Report of the Factory Inspectors of Ontario for 1906.
6. Twenty-first annual report of the Commissioners for Queen Victoria Niagara Falls Park, 1906.
7. Report of the Bureau of Mines, 1906.
8. Seventh report of the Bureau of Labour of Ontario for 1906.
9. Fourteenth report, Neglected and Dependent Children of Ontario, 1907.
10. Hydro-electric Power Commission of Ontario, fifth report, (Rainy River district), 1907.
11. Report of the Minister of Lands, Forests and Mines of the province of Ontario, for 1906.
12. Twenty-eighth annual report of the Ontario Agricultural and Experimental Union, 1906.
13. Annual report of the Dairymen's Association of the province of Ontario, 1906.
14. The Sanitary Journal of the Provincial Board of Health of Ontario, Parts III. and IV., of the twenty-fifth annual report, 1906.
15. Sixteenth annual report of the Bureau of Mines of Ontario, Part I., 1907.

BRITISH COLUMBIA.

1. Report of the Fisheries Commissioner for British Columbia for the year 1906.
2. Annual report of the Minister of Mines of British Columbia for the year ended December 31, 1906.

GREAT BRITAIN.

1. Statistical abstract for the British empire in the years from 1901 to 1905, Third number.
2. Labour laws for women in France and Germany and Women's Industrial Council.
3. Final report of the Department committee to enquire into the probable economic effect of a limit of eight hours to the working day of coal miners, Part I.; report and appendix, 1907.
4. Tables prepared in connection with question of old age pensions, with the preliminary memorandum, 1907.
5. Report of the Textile Factories Committee appointed by the government of India in December, 1906, to enquire into the conditions of factory labour in India.
6. Bulletin of International Labour Office, Vol. I.
7. General report of the Board of Trade upon the accidents that have occurred on the railways of the United Kingdom during the year 1906.
8. Sixth report of the Board of Trade of proceedings under the Conciliation (Trade disputes) Act, 1906, for 1905-07.
9. Report of strikes and lockouts and of conciliation and arbitration boards in the United Kingdom in 1906.
10. Reports of the Chief Registrar of Friendly Societies for the year ended December 31, 1907, Part A.
11. Twelfth annual report by the Chief Registrar of Friendly Societies of the proceedings of Registrars under the Building Societies Act; with an abstract of the Annual Accounts and Statements of Societies for the year 1906. Part I.
12. Mines and quarries, General report and statistics for 1906. Part II., labour.
13. Report on rules of voluntary conciliation and arbitration boards and joint committees, 1907.
14. Report of changes in rates of wages and hours of labour in the United Kingdom in 1906.
15. Report of an inquiry by the Board of Trade into conditions of the work class, rents, housing and retail prices, together with the standard rates of wages prevailing in certain occupations in the principal industrial towns of the United Kingdom, 1908.

UNITED STATES.

1. Twenty-second annual report of the Bureau of Labour Statistics of the State of Connecticut for the year ended November 30, 1906.
2. Fifteenth annual report of the Bureau of Statistics and Information of Maryland, 1907.
3. Twenty-ninth annual report of the Bureau of Statistics and Labour and Industries of New Jersey for the year ended October 31, 1906.
4. Ninth annual report of the Bureau of Labour and Industrial Statistics for the State of Virginia, 1906.
5. Annual report of the State Board of Conciliation and Arbitration of Massachusetts for the year ended December 31, 1906.
6. Fifth biennial report of the Bureau of Labour Statistics of Factory Inspection for the State of Washington, 1905-06.
7. Labour and Industrial Chronology in Massachusetts for the year ended September 30, 1906.
8. Thirtieth annual report of the Bureau of Labour Statistics of Ohio, for 1906.

9. Twelfth biennial report of the Bureau of Labour and Industrial Statistics, State of Wisconsin, 1905-06.
10. Twentieth annual report of the Bureau of Labour and Printing of the State of North Carolina, for 1906.
11. Tenth biennial report of the Bureau of Labour of the State of Minnesota, 1905-06.
12. Department of Commerce and Labour, Bureau of the Census, Washington, D.C., Statistics of women at work, 1907.
13. Thirty-seventh annual report of the Bureau of Statistics and Labour of Massachusetts for 1906.
14. Bulletin of the Bureau of Labour, No. 71, July, 1907, Washington, D.C.
15. Twenty-fifth annual coal report of the Illinois Bureau of Labour Statistics, 1906; also eighth annual report of the Illinois free engagement office for the year ended September 30, 1906.
16. Tenth annual report of the Bureau of Labour and Industrial Statistics for the State of Virginia, 1907.
17. Annual report of the Commissioner of Corporations for the fiscal year ended June 30, 1907.

Other reports to the number of 171 were received by the department during the year and were noted in the *Labour Gazette* though not reviewed at length.

LEGAL DECISIONS AFFECTING LABOUR.

As in previous years each number of the *Labour Gazette* during the fiscal period ended March 31, 1908, contained accounts of various recent legal decisions directly or indirectly affecting labour in Canada. 319 decisions were recorded in this way, a statement being given in each case of the more important points at issue, the nature and effect of the decision, the court in which the case was tried, the time and place of the decision, the names of the presiding judge and of the plaintiff and defendant. Various decisions rendered in British and United States courts of interest to the industrial public of Canada were also reported.

Among the subjects dealt with in this way mention may be made of the following: contraventions of the Alien Labour Act; illegal trade combinations; violations of the Factories' Act; breaches of the Lord's Day Act; workmen's compensation for injuries; damages for injuries; non-payment of wages; wrongful dismissal; enforcement of mechanics' liens; violations of the Bait Act; forfeiture of wages; false representations to immigrants; contributory negligence; hours of labour; picketting; intimidation; divulging of business secrets; application of masters and servants legislation; desertion; violations of baking shops' Act; union label; the adulteration of food products; interference with workmen; enticing of employees; rioting; fraudulent use of trade marks; breaches of contract; blacklisting; defective scaffolding; the validity of agreements; responsibility of employment agents; boycotting; fraudulent use of the mails; validity of early closing by-laws, &c., &c.

A number of prosecutions instituted against railway employees in connection with railway disasters in Canada were closely followed and a resumé given of the decisions resulting.

FAIR WAGES SCHEDULES IN GOVERNMENT CONTRACTS.

The *Labour Gazette* contained each month copies of the fair wage schedules prepared by the officers of the department and inserted in contracts by the different departments of the Dominion government during the month preceding the date of issue.

II.—INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.

The year covered by the report of the department has been practically contemporary with the first year of the life of the Industrial Disputes Investigation Act, 1907, which received the royal assent on March 22, 1907, a few days before the close of the last fiscal year. The Department of Labour was charged with the administration of the Act and the various proceedings under its provisions have been fully set forth from month to month in the pages of the *Labour Gazette*. A formal statement of the proceedings for the year is included in the present report as required by section 29 of the Act. It may be, however, desirable that in addition to the formal report some remarks should be offered bearing on the operation of the Act in the light of the experience obtained during the year; and the general question of the settlement of industrial disputes being one of such supreme moment to the public at large, it will not perhaps be out of place to review briefly the connection of the department with this problem and to glance at the course of legislation on the subject in other countries.

In the year 1900, the Dominion parliament, at the same time that it made provision for the establishment of a Department of Labour, passed a Conciliation Act based upon the Conciliation Act of Great Britain. Under this Act, the department was enabled to intervene with advantage in numerous industrial disputes. The intervention was effected, however, by the deputy minister of the department in person, and not by means of conciliation boards after the method for the most part followed under the English Act. While many disputes were, and might have continued to be, amicably arranged under the terms of the Act in this way, obviously many occasions must arise where the services of a single official would be unavailable or inadequate for the settlement of industrial disputes, and apart from other necessities some further development of the law of 1900 would have been desirable and natural in the ordinary course of events. A main object of the Conciliation Act, it is needless to say, was to secure the settlement of industrial difficulties before they had developed into open ruptures, and, where this result was impossible, to aid in a speedy adjustment. Of the desirability of attaining this result there cannot be two opinions; as to the most practicable method of securing it, there are many. In various countries, the question has been treated by different methods and we find variously committees of conciliation, councils of experts, arbitration boards, sliding scales, compulsory arbitration, or other machinery, all aiming at the attainment of the ideal of industrial peace.

LEGISLATIVE EFFORTS ELSEWHERE.

The earliest legislative attempt to grapple seriously with the problem of industrial disputes was the French system of Conseils des Prud'hommes, or Councils of Experts, which was created under the Napoleonic code of a century ago, and has since, with some modification, been adopted and employed extensively not only throughout France, but in Germany, Belgium and other continental countries. The machinery of these councils is simple and inexpensive, but the scope of the councils is limited. The councils are really composed of two committees, the first—a council of conciliation

before which the disputants appear with their witnesses and lawyers and having the right to call for documents or other matters relative to the case. If this committee does not effect a settlement satisfactory to the parties the issue is submitted to the Committee of Judgment, which deliberates with much of the formality and with most of the powers of a duly constituted legal tribunal. A very large number of cases came before these councils. Generally speaking, more than half the total number of cases brought up are not settled by the conciliation committee and have consequently to be referred for judgment.

With the growth of great cities and the tendency to combination on the part of employer and employed, the Conseils des Prud'hommes have proved more and more inadequate to deal with the larger industrial disputes and they have not been effective in preventing strikes on a large scale in any continental country. In France, their unsuitability for dealing with large questions was virtually acknowledged some years ago by the passing of a general law of conciliation and arbitration.

Many attempts were made to introduce a system of conciliation and arbitration into the settlement of disputes in the chief industries of England and after numerous failures a conciliation board was established in 1860 in the hosiery and lace trades in Nottingham. In 1865 a similar board was established for the building trades at Wolverhampton, and in 1869, for the north of England iron trade, similar boards being subsequently developed in connection with other industries.

In the United States, the same process has been at work, many states having departments or bureaus of labour, and usually, in connection with them, either permanent boards of arbitration or machinery for the establishment of such boards to deal with disputes as they may occur. In none of these cases, however, on the continent of Europe, in Great Britain, or in the United States, has any feature of compulsion hitherto entered the proceedings. Everything has been on a voluntary basis, conciliation being the great working principle. Conciliation has been described as the system of the 'long jaw' or a discussion, unlimited and unhampered, and, on the whole, friendly, over the matter at issue, and whatever may be the final modification which the primitive Conseil des Prud'hommes may undergo, it is certain that this full and free discussion between the parties concerned in the dispute must remain the essential factor in promoting an understanding. Fortunately, in the vast majority of cases, with any machinery which allows free play to this human element, there is reasonable expectation of securing a working arrangement between employer and employed.

The process of voluntary arbitration is a natural development from attempts of conciliation and usually means that when the contending parties have failed to agree between themselves they decide to leave the settlement of their dispute in the hands of a third party. In fact, in the working of these methods in the older industrial countries, conciliation has been found most practicable in the settlement of small disputes, where the joint committee of employers and employed has been the medium, and arbitration has been applied to the adjustment of larger questions such as the general rate of wages, which is, of course, the most vital feature of the whole industrial problem.

WHEN CONCILIATORY EFFORTS FAIL.

All these methods of settlement of industrial disputes are, however, it must be remembered, entirely voluntary and imply therefore a willingness on the part of those

concerned to arrange their differences either by mutual consultation or, if necessary, by mutual surrender, rather than by the fiercer process of endeavouring to starve each other out by industrial sieges in the shape of lockouts or strikes. The gravest aspect of the industrial problem is encountered when the parties refuse to be conciliated or to submit their differences to arbitration. The duty of the state under such circumstances must always be a matter of the most serious debate. In all countries, with one or two exceptions, the limit of legislation on the subject has been to provide machinery of as simple and effective a character as possible tending to promote voluntary agreement or submission to arbitration. Countries which form exceptions to this rule are the British communities of New Zealand, New South Wales, and West Australia, where for a number of years laws which are popularly described as 'compulsory arbitration' have been in force, measures which, to be more explicit, declare strikes and lockouts of all kinds to be absolutely illegal under heavy penalties, while boards and courts have been provided for the enforced settlement of industrial disputes.

It would be a vain task to undertake to examine here the many aspects of the question that call for consideration or to declare positively for this or that system of procedure. The problem of industrial disputes is rooted deeply in the industrial organism, almost as deeply as th eolder and graver problem of poverty with which it is, in fact, closely linked and with which it tends to be more and more closely identified as time passes and the complicity of modern life is continually intensified. We may accept it as a settled fact that there is no royal road to peace in such matters. Only by the continual exercise of forbearance, patience, and prudence will a working arrangement be maintained, and this arrangement will by no means run always with smoothness or without frequent jolts and occasional halts. It is necessary to admit that human nature and human conditions do not, in the industrial world any more than in any other department of life, permit of our attaining an ideal basis, and admitting this, we may proceed to make such improvements and to avail ourselves of such advantages as an increasing enlightenment may permit.

This, it is true, is a practical rather than a heroic treatment of a great world problem, but it is on compromise, according to philosophy, that the great art of government is based. 'All government,' said Edmund Burke, in his famous speech on conciliation with America, 'indeed, every human benefit and enjoyment, every virtue and every prudent act is founded on compromise and barter; we balance inconveniences; we give and take; we remit some rights that we may enjoy others. Man acts from motives relative to his interests and not on metaphysical speculation'; and Mr. John Morley (now Lord Morley), in his famous essay on compromise, approves Burke's teaching in the following sentences, 'To hurry on after logical perfection is to show oneself ignorant of the material of that social structure with which the politician has to deal. To disdain anything short of an organic change in thought or institution is infatuation. To be willing to make such changes too frequently, even when they are possible, is foolhardiness.'

And again Mr. Morley comments 'In these ways then compromise may mean not acquiescence in an instalment on the ground that the time is not ripe to yield us more than an instalment, but either the acceptance of the instalment as final followed by the virtual abandonment of hope and effort, or else it may mean a mistaken reversal of direction which augments the distance that has ultimately to be traversed. In either

of these cases the small reform may become the enemy of the big one. But a right conception of political method based on a rightly interpreted experience of the conditions on which society unites progress with order, leads the wise conservative to accept the small change lest a worse thing befall him and the wise innovator to seize the chance of a small improvement while incessantly working in the direction of great ones. The important thing is that throughout the process neither of them should lose sight of his ultimate ideal; nor fail to look at the details from the point of view of the whole; nor allow the near particular to bulk so unduly large as to obscure the general and distant. If the progress seems intolerably slow we may correct our impatience by looking back upon the past. People seldom realize the enormous period of time which each change in men's ideas requires for its full accomplishment.'

A MIDDLE COURSE DESIRABLE.

Bearing in mind, then, on the one hand, the necessity of reducing industrial strife to a minimum, and recognizing, on the other hand, the futility of legislation the success of which depends upon the recasting of human society, if not of human nature itself, we have to find a middle course which will none the less promise real progress. Voluntary conciliation and arbitration are clearly inadequate whenever the parties disputing are disposed for a fight. The numerous strikes that have occurred in great industrial countries despite the best efforts of conciliation and voluntary arbitration boards are evidence of the inadequacy of this method of dealing with the problem.

The only alternative to conciliation offered in the past has been compulsory arbitration. This, as mentioned above, finds vogue in some Australasian states. As an experiment in social legislation, compulsory arbitration in these countries has been a matter of surpassing interest to students of these problems, but it appears doubtful whether real advance has been achieved under the law. The period during which this measure has prevailed has been on the whole, in the countries affected, one of rising prices and rising wages, so that the outcome of inquiries into disputes has usually been to increase the wages paid to employees. In spite of this there have been numerous strikes and the enforcement of the penalties in such cases has been found a matter of extreme difficulty if not of admitted impossibility. The experiment in compulsory arbitration is of too limited a character both as to time and as to territory, and the industrial conditions of the territory covered have been of too exceptional a character, to allow of the test so far made to be regarded, especially at this distance from the scene of action, as decisive, whether for or against the principle. It is impossible to see with any preciseness what may have been the effort of the compulsory feature of the law as a preventative of industrial strift. In the meantime, it is only fair to point out that in New South Wales, where the measure enacted in 1901 prohibiting strikes and lockouts came to the termination of its seven-year-limit in 1908, a new labour law has been passed in which this absolute prohibition of strikes and lockouts is again a feature, while in the case of the New Zealand law, measures are under discussion in that country providing the most drastic and far-reaching machinery looking to the enforcement of penalties imposed under the Act for non-acceptance of awards—an evidence at once of the inadequacy of former legislation in this respect, and of the inherent difficulty of enforcing penalties under such circumstances. It may be well to point out in considering the cases of Australia and New Zealand with respect to

such lagislation, that these countries are in a position of peculiar independence and even isolation in industrial matters, and differ widely in this respect from the industrial countries of Europe and North America, which are all keen competitors with each other.

Whether, however, the absolute prevention of strikes or lockouts is ultimately practicable or not, there is at least a widespread conviction that legislation expressly forbidding such methods is on the whole opposed to a reasonable conception of individual liberty and should not be undertaken while there is hope that less drastic measures can produce results equally good, not to say better.

INTEREST OF THE GENERAL PUBLIC.

There are, it should be remembered, two aspects in which the industrial dispute presents itself to the general public; first, that in which the average citizen is only remotely concerned; second, that in which the average citizen is affected in his own person. A strike in a cotton mill or shoe factory, for instance, affects the printer, plumber, or professional man only in so far as it may serve to depress commercial conditions in a particular district, while, on the other hand, a street railway strike causes personal inconvenience and annoyance to the population of a whole city and may be the occasion of actual suffering to many who are in no way associated with the disturbance; and a strike of coal miners, railwaymen, or telegraph operators may be the means of bringing confusion and disaster on an entire state or country.

The difference lies in the fact that, in the former case, the industry concerned is a private enterprise while in the latter case the enterprise belongs to a class of industries on the steady and continual operation of which the welfare of the public tends to become daily more and more dependent. Such industries may be loosely classified as coal mines and agencies of transportation and communication, usually denoted in the present day as 'public utilities.' It is evident that if the public is entitled under any circumstances to exercise a degree of legislative pressure to compel the settlement of industrial disputes, it is in cases where the public welfare is directly menaced, as, for instance, by the suspension of (i) a street railway system, compelling the residents of a city to walk long distances; (ii) a telephone system, deranging the commercial and social arrangements of a city; (iii) an electric lighting system, plunging a city into darkness after the hours of daylight; (iv) any branch of the transportation industry, interfering with the safe and regular running of trains or steamships; (v) a telegraph system, causing the most serious inconvenience and injury to business interests and possibly endangering life and property on a large scale; (vi) coal mining operations, endangering the fuel supply of a community or district; (vii) a copper or iron mine, shutting off the supply of raw material for countless industries and causing widespread commercial havoc.

It is true a dispute in any industry, whether of the public utility class or not, has always its serious aspect for those participating in it and for the dependents of the participants, and moreover is always, so long as conciliation remains ineffective, liable to assume an unfortunate and even tragic aspect; at the same time, it will be readily seen that the public interest in disputes of the public utility class is much more vital and instant than in disputes outside this class of industries, and a measure

that promises to avert or considerably diminish strikes in public utility industries may be regarded as perhaps more desirable, as well as more effective, than an undertaking to prohibit absolutely by Act of parliament all strikes and lockouts.

ORIGINAL CONCEPTION OF CANADIAN MEASURE.

Turning now from arguments of a general character to the particular experience and necessities of Canada, we find that this country received a great object lesson in the winter of 1906-7 on the evils of strikes in the public utility class of industries. Throughout nine months of the year 1906, a strike had prevailed in the coal mines at Lethbridge, Alta., collieries which supply a large district of the western prairie country, and the strike continuing until the approach of winter, serious apprehension came to be felt as to the supply of fuel. Eventually, at the urgent request of the Honourable Walter Scott, Premier of Saskatchewan, that the Department of Labour would intervene, Mr. W. L. Mackenzie King, Deputy Minister of Labour, left for Lethbridge to mediate in the public interest between the contending parties. Mr. King, after considerable negotiations, succeeded in securing an agreement btween the coal company and its employees, the alarming situation in reference to the fuel supply having an appreciable influence in bringing about a more conciliatory attitude in the case of both parties. Work was resumed in the coal mines early in December and the importance of this fact was amply demonstrated within the next few months by the serious shortage of fuel throughout Saskatchewan and portions of Alberta, caused by the long suspension of work and emphasized by a large influx of population and the effects of an unusually severe winter. Painful as the situation frequently became at various points in the west during the winter of 1906-7, it must have been infinitely worse had not the representations of the deputy minister and the pressure of public opinion combined to procure a settlement.

In his report to parliament on the result of his mediation at Lethbridge, the deputy minister commented upon the serious menace to society involved in strikes in industries of this class. On this subject, Mr. King remarked:—

'When it is remembered that organized society alone makes possible the operation of mines to the mutual benefit of those engaged in the work of production, a recognition of the obligations due society by the parties is something which the State is justified in compelling if the parties themselves are unwilling to concede it. In any civilized community private rights should cease when they become public wrongs. Clearly, there is nothing in the rights of parties to a dispute to justify the inhabitants of a province being brought face to face with a fuel famine amid winter conditions, so long as there is coal in the ground, and men and capital at hand to mine it. Either the disputants must be prepared to leave the differences which they are unable to amicably settle to the arbitrament of such authority as the State may determine most expedient, or make way for others who are prepared to do so.

'What I know of conditions in the Canadian West leads me to believe that the labour troubles in the mines which this country has been forced to witness during the present year, will not be without repetition, at some future time, unless, and this, I fear, is improbable, the attitude of the parties towards each other becomes vastly different than it has been in the past, or some machinery is devised by the State—either the federal or provincial government—whereby the parties will be obliged to

refer to an impartial tribunal such differences as, failing of amicable adjustment, are likely to lead to a lockout or strike.'

Mr. King went on to refer briefly to the enactment by the Canadian parliament in the year 1900 of the Conciliation Act, which is, he said, 'a voluntary measure and does not contain any element of compulsion,' and to the enactment in 1903 of the Railway Labour Disputes Act, under which, he pointed out, 'in the case of a threatened or existing strike or lockout on any railway, the government, through the Minister of Labour, has power to compel an investigation under oath into the causes of the difference.' The deputy minister commented on the fact that since this latter Act had been passed 'there had not been a single strike or lockout on any of the railroads of Canada which has been of sufficient magnitude or duration to interrupt the regular and safe transportation of mails, passengers or freight, or endanger the safety of any person employed on a railway train, while the Act in the one case in which the provisions have been invoked is known to have been the means of averting a far reaching and serious strike on the second largest railway system of the Dominion.'

THE DEPUTY MINISTER'S RECOMMENDATION.

The deputy minister concluded his report on the Lethbridge dispute with the following recommendation:—

'The purpose of Parliament in enacting both the Conciliation and the Railway Disputes Acts might, it seems to me, be considerably furthered were an Act, applicable to strikes and lockouts in coal mines, similar in some of its features to the Railway Labour Disputes Act also enacted. Inasmuch as coal is in this country one of the foremost necessaries, on which not only a agreat part of the manufacturing and transportation industries but also, as the recent experience has shown, much of happiness and life itself depends, it would appear that if legislation can be devised, which without encroaching upon the recognized rights of employers and employees, will at the same time protect the public, the State would be justified in enacting any measure which will make the strike or lockout in a coal mine a thing of the past. Such an end, it would appear, might be achieved, at least in part, were provision made whereby, as in the case of the Railway Labour Disputes Act, all questions in dispute might be referred to a Board empowered to conduct an investigation under oath, with the additional feature, perhaps, that such reference should not be optional but obligatory, and pending the investigation and until the board has issued its finding the parties be restrained, on pain of penalty, from declaring a lockout or strike.

'In view of past experience and the present situation, I would, therefore, respectfully recommend that the attention of Parliament be, at as early a date as possible, invited to a consideration of some such or other measure with a view to preventing a possible recurrence of an experience such as this country has been forced to witness during the past month, and of promoting in the interests of the whole people the cause of industrial peace.'

It may be here pointed out with advantage that of the total number of industrial disputes the proportion that concerns industries coming under the heading of public utilities is very striking. Taking the six years prior to the period when the new legis-

lation was recommended by the Deputy Minister of Labour and dating back to the inception of the Department of Labour and the compilation of figures on the subject, it will be found that the total number of work people affected by strikes in Canada was 142,027, of which exactly one-third represented disputes in which are by general consent denominated public utilities, viz., mining, transport, street railways, telephony and telegraphy. The actual number of disputes in the public utility class of industries during that period was relatively small, being only 100 out of 715, but the average number of employees concerned in such disputes was so much larger than that of those in other industries that the total number affected directly by public utility labour troubles was no less than 47,397. It goes without saying that such an interference with the ordinary routine of industrial life cannot take place without the gravest consequences to all concerned.

ENACTMENT OF NEW LAW BY DOMINION PARLIAMENT.

The deputy minister's recommendation on the subject was subsequently elaborated into a Bill which was presented to parliament by the Minister of Labour during the session of 1906-7, and having passed through both Houses, received the Royal Assent on March 22, 1907.

A feature of the measure, as the recommendation quoted above shows, was the declaration that a lockout or strike is illegal in any mine or public utility industry until after an investigation has been made into the subject of dispute and every reasonable effort has been made to bring the parties concerned to an agreement.

It is not perhaps necessary on the present occasion to make more than a brief reference to the machinery of the Act. The board before which the compulsory inquiry takes place is composed of three persons, one recommended by each of the disputing parties and appointed by the Minister of Labour, and the third recommended jointly by the two members first appointed, or, if a joint recommendation from them is impossible, then the third member is selected and appointed by the minister. If either party fails to nominate a person to the board within a period of five days after being requested by the minister to do so, or within such extension of that period as the minister may for reasons stated, allow, the minister is then required to make the necessary appointment without a recommendation, though it is obvious that in such a case one of the leading factors in conciliation is lacking. Thirty days' notice is required under the Act from employer or employees before any change affecting wages or general conditions of work can be put into effect. The award of the board, it should be particularly noted, is not binding unless the parties agree to make it so. Once the inquiry is over the parties are free to do as they please unless they have previously decided to abide by the recommendations of the board; and if the efforts of the board have failed to produce an amicable agreement, or otherwise to improve the relations between the disputants, the latter are then free to resort to the primitive and clumsy weapon of the strike or lockout, should they so desire.

There is a radical distinction, it will be seen, between the Canadian Act and the compulsory arbitration law of New Zealand and some Australian states. Conciliation is still the mainspring of the Canadian Act, but combined with it is the pressure of compulsory investigation before, in the class of industries affected, an unnatural suspension of work can legally take place. It may be said that it is perhaps as difficult to enforce

investigation before a strike as to enforce an arbitration award after investigation, and that it is as useless to attempt the one as the other. The argument is not without weight, but the advantage lies on the side of the Canadian Act. Wherever the parties to a dispute really desire to avert a serious disturbance, the Canadian Act offers an admirable method of settling differences. Where even one of the parties is disposed to be reasonable it is probable that a ready means of settlement can be found under the Act. Where both parties are utterly unreasonable it is likely that neither the Canadian or any other Act will avail to secure a peaceful settlement, but in such a case the investigation demanded by the Act has at least the merit of bringing out the facts and letting the public know where lies the fault in an industrial situation that may menace its welfare. The proportion, however, of men engaged in daily work, whether as employers or employed, who are utterly unreasonable is very limited. The members of the higher class of labour organizations have been found disposed almost without exception to abide by the terms of the Act so far as it requires them to await the result of an investigation before proceeding to the extreme act of striking.

OPERATION OF THE ACT DURING ITS FIRST YEAR OF EXISTENCE.

Looking to the actual operation of the measure during the first year of its existance, we find there were 35 references under its provisions, that is to say, there were 35 disputes concerning which it was declared upon oath by leading representatives of one side or the other that if the differences were not settled by means of one of these boards a strike or lockout would result. The number of men concerned in these various disputes has been not less than from 25,000 to 30,000, while the amount of capital involved has been many millions of dollars. Such disputes, with one exception, have concerned only mines and public utilities; these being the only industries to which the Act at present applies directly. The applications came chiefly from coal mining and railway industries. Street railways, longshoremen and metal mines were, however, also represented. Not in every case was it found necessary to establish a board. In a number of cases the fact that a board was about to be established to investigate the matters of difference, the results of which would be made public,—and this is one of the most compelling features of the law—was the means of bringing about a compromise, and securing an agreement before the constitution of the board had been fully effected. In such cases manifestly the credit of a settlement of a dispute is not the less due to the Act, because only a single wheel of its machinery, as it were, came into operation. It is to be noted, too, that there is what may be called a silent or passive influence of the Act, where the simple fact that the measure exists on the statute books is a potent factor in the settlement of disputes in their incipient stages. The department has in some instances received gratifying testimony to the efficiency of the Act in this respect, and since in the nature of things it is difficult to hear definite information on such a point, it is reasonable to assume that such an influence has been a factor in many instances of which no word has been receivd. The actual number of boards fully constituted and reported during the year was 20. Of these eight related to railways, two to longshoremen, one to metal mines and the rest to coal mines. It is satisfactory to be able to record that in only one case after a dispute had been referred under the Act has a reference been followed by a strike, and in this single

instance, after the strike lasting thirteen weeks, the men returned to work on the terms recommended by the board.

How extensive would have been the evil resulting from these numerous disputes in the absence of the present law it is of course impossible to state, but taking a particular case as an illustration, that of the Dominion Coal Company at Sydney, C.B., and its employees, where 7,000 men were directly concerned, and where the whole local community was vitally interested in a peaceful settlement, it appears certain that only the intervention of the Act prevented a calamitous strike. A month's strike of this one body of employees would represent a loss of wages alone amounting to nearly half a million dollars. When it is remembered, therefore, that the total cost of the administration of the Act during the first year, including the payment of chairmen and members of boards, travelling expenses, witness fees, telegrams, &c., was well within $20,000, it will be seen that at slight cost the country has received great benefit. It may be added that the cost of the administration during a year of the Wages Boards Act of Victoria, an Australian state with a quarter of the population of Canada, is £75,000, or $375,000.

With the exception of Prince Edward Island, each province of the Dominion has contributed its quota of disputes, apart from the fact that several of the applications concerned the interests of railways traversing a number of provinces.

It is to be noted that while the Act applies directly to public utilities, it contains a provision whereby, with the consent of both parties concerned, a dispute in any other industry may be referred for adjustment by virtue of its machinery. A reference under these circumstances took place only in one case during the year; the difficulty in question being that at the Montreal Cotton Mills at Valleyfield, Que., but in that instance the dispute was satisfactorily terminated, and it may be hoped that as the Act becomes better known, industries outside of the public utility class may avail themselves of the machinery of the Act for the adjustment of disputes. It may be added in connection with this last point that the Dominion Trades and Labour Congress, meeting in annual convention at Winnipeg, last September, devoted considerable attention to the measure, and whilst suggesting a number of minor changes in its provisions, showed approval of it on the whole, as was testified by the passage of a resolution calling upon the Dominion government to extend the operation of the Act to all classes of industries.

While there is reason to feel therefore that the operation of the Act during the year has been productive of much benefit to the industrial world, there is good ground for believing that as the measure becomes better known and understood by the public, and that as experience is acquired in applying its provisions, a yet larger advantage may result from it. There has been slight criticism at times of points in the machinery of the Act, and many letters have been received both from employers of labour and representatives of employees, thoughtfully discussing the measure and at times suggesting amendments looking to improvement. All suggestions have been carefully noted and laid by for future reference and consideration. In the meantime it has not been thought wise to contemplate any amendments to the Act until a larger experience of its operation has been obtained.

PUBLIC INTEREST IN THE ACT IN CANADA AND ABROAD.

It is unnecessary to state that the administration of the Act has largely increased the duties and responsibilities of the Department of Labour. The work arising out of this duty may be placed under the following heads, viz.:—(i) Correspondence with the parties to the dispute concerning the establishment of a board and the recommendation of members; (ii) correspondence with the individual members of a board concerning the recommendation of a third member or chairman of the board; (iii) correspondence with the chairman of a board relating to proceedings before the board, including the forwarding of copies of application, statement in reply and other correspondence in the possession of the department essential to a proper conduct of such proceedings; (iv) the preparation and forwarding of copies of the board's report to the parties concerned. There is in addition correspondence arising out of numerous inquiries for copies of the Act and for forms and information connected with it.

In the course of proceedings relating to a particular board points frequently arise calling for the most careful consideration and involving correspondence of an extremely delicate character, with regard to which, also, the exercise of the utmost vigilance and promptitude has been continually necessary; in this way the reference of a single dispute may often be the occasion of many scores of letters and telegrams and the total number of references during the year has entailed the interchange between the department and the public of some thousands of communications in various forms.

A point worthy of special note in connection with this branch of the department's work for the year has been the great interest displayed in the Industrial Disputes Investigation Act, not only by numerous representative Canadians, but by officials, publicists, students of social questions, large employers of labour and representatives of labouring classes outside of Canada and particularly in the United States. Attention had been drawn to the new Canadian law by articles in various magazines and newspapers of the United States and Great Britain, as well as in the periodicals of Canada, the most notable article appearing outside of Canada being, perhaps, a contribution to the December, 1907, issue of McClure's magazine from the pen of Dr. Charles Eliot, the distinguished president of Harvard University. Other articles appeared in the *North American Review, The Literary Digest, Journal of Political Economy,* &c., and the effect of the publicity given in this and other ways to the subject of labour legislation in Canada was to excite wide interest in the new Act. Dr. Eliot, President of Harvard, referring to the measure in an address given by him at a banquet of the National Civic Federation in New York, on December 16, 1907, referred to the measure in words of warm approval and is reported in the *Harvard Bulletin* of January 8, 1908, as having said concerning the legislation: 'Nine months ago, I had an opportunity of studying the best piece of legislation that has ever been adopted in this world to promote industrial peace, namely, the Canadian Act of March 22, 1907, called the Industrial Disputes Investigation Act.'

President Roosevelt of the United States also became personally interested in the Canadian measure, and during the course of a brief stay in Washington early in the present year, the Deputy Minister of Labour, Mr. W. L. Mackenzie King, had the honour of conferring with the President at his request in reference to the measure and its workings. Subsequently, President Roosevelt sent a special commissioner to the Dominion in the person of Dr. Victor S. Clark, a sociological author of

high repute, who made a personal investigation of the operation of the Canadian Act, travelling from one end of the Dominion to the other and attending the sessions of various boards established under the Act which were then at work, forming his own conclusions with regard to the operation of the measure. Dr. Clark's report on the subject has not yet been published, but in his correspondence with the department Dr. Clark had shown himself deeply impressed with the measure.*

In the case of the individual states of Ohio, California, and Kentucky, the department has received letters, stating that legislation on the lines of the Canadian measure will be introduced immediately into the different legislatures concerned. Similar information has been received with reference to the Transvaal Colony, South Africa.

Distinguished visitors to Canada, in addition to Dr. Victor S. Clark, who have made a more or less extended personal inquiry into the operation of the Act, are His Excellency E. C. Creel, Ambassador from Mexico to the United States, and Mr. Ernest Aves, a special commissioner on behalf of the British government to inquire into the working of industrial arbitration legislation of different countries, and himself an author of distinction and a gentleman of high place in the sociological world of Great Britain; Mr. Aves' investigation into the Canadian Act had not been intended when he left England, as the Act had not at that time been passed, but was made necessary because of the reputation the Act had achieved outside of Canada, which had reached Mr. Aves' ears. Personal investigations into the measure have also been made by publicists and officials representing Holland, Germany, France and Belgium.

SOME OF THE INQUIRIES RECEIVED.

It will be interesting to glance briefly at the more important of the inquiries received during the year from points outside of Canada. It will be observed that the list represents many phases of society, from great employers of labour to boys in a public school in a western state of the American union, seeking information for the purpose of a public debate; from the Commissioners of Labour of the United States and Great Britain respectively and governors of American states and from representatives of the American bench; also from American congressmen, lawyers, editors, philanthropists, trades union officials and others. A list follows of some of the more important of these inquiries. The list is the more important when it is remembered that the period covered by the present report is contemporary with the first year only of the life of the Act. The work arising out of these inquiries, while not classed under either of the heads describing the administration of the Act, naturally represented much careful thought and correspondence.

1. Premier Botha of the Transvaal Colony, S.A., and the Honourable H. Warrington Smyth, Secretary for Mines for the Transvaal Colony. These inquiries concerned the course of labour legislation generally in Canada with particular reference to the question of trade disputes, and on full information on this subject being furnished to the Transvaal government, the Department of Labour was informed that a measure based on the Industrial Disputes Investigation Act would in all probability be introduced into the Transvaal legislature.

* Dr. Clark's report was published in the May issue of the Bi-Monthly Bulletin of the United States Bureau of Labour, and occupied eighty pages. Dr. Clark's verdict was that 'So far as can be judged from the experience of a single year, the Industrial Disputes Act has accomplished the main purpose for which it was enacted, the prevention of strikes and lockouts in public service industries.' (See *Labour Gazette* for Sept. 1908, p. 279).

2. Mr. Marcus M. Marks, one of the nine members of the Nobel Prize Commission of Industrial Peace appointed by President Roosevelt, and Chairman of the Conciliation Committee of the Civic Federation of New York; Mr. Marks was anxious for the fullest information on the subject.
3. The State of Arbitration of Ohio. The enquirer had heard favourable reports as to the results accomplished under the Act and wished the fullest particulars.
4. Mr. J. S. Larke, Trade Commissioner from Canada to Sydney, N.S.W Mr. Larke had himself assisted to make the Canadian Act known in New South Wales and in requesting fuller and later information, stated that in all probability an Act based on the Canadian measure would be introduced into that state of the Australian Commonwealth.
5. Wisconsin Free Library Commission. The commission is organizing a Bureau of Information respecting labour laws and their administration in different countries and wished therefore full information regarding the new Canadian law.
6. State Board of Arbitration, Michigan.
7. Editorial Department of American Industries, controlling publications for the National Association of Manufacturers.
8. Columbus Public School, Columbus, Montana; the information in this case was required for the purpose of a public debate.
9. Mr. H. C. Metcalfe, Department of Political Science, Tuft's College, Mass.
10. The Honourable Oscar Strauss, Secretary of the Department of Commerce and Labour, Washington, D.C.
11. Mr. G. A. Garratt, a member of the General Assembly of Ohio.
12. Mr. F. F. Prentiss, President of the Cleveland Twist Drill Company, Cleveland, O.
13. Mr. Charles P. Neill, Commissioner of Commerce and Labour, Washington, D.C.
14. Ohio Federation of Labour. The enquirer stated that almost an exact duplicate would be introduced into the legislature of Ohio.
15. Commissioner of Charities and Correction for the State of Oklahoma. The Commissioner stated that the information supplied by the Department of Labour proved to be of the utmost value when used in arguments advanced on the floor of the Senate and of the House of Representatives of Oklahoma.
16. Mr. Geo. D. Waterous, a member of the Assembly of Connecticut, who was interested in securing similar legislation for that state.
17. Mr. H. C. Hunter, Attorney at Law and Counsel, and Secretary of the International Metal Trades Association of the United States.
18. Signor Guido Rossatti, of the Italian Consulate, New York.
19. Mr. A. W. Donnelly, Canadian Commercial Agent of the city of Mexico. Mr. Donnelly stated that he received requests for the Act from the Vice-President of the Mexican Central Railway.
20. Mr. H. S. Crisp, a workingman residing at Decatur, Ill.
21. Mr. M. J. Furber, Attorney-at-Law, Cleveland, O.
22. Mr. H. A. Marks, Secretary of the Local Lodge of the Knights of Labour of Washington, D.C.
23. Mr. R. N. Brown, Editor of the Seattle Post.
24. Mr. D. M. Parry, President of the Parry Manufacturing Co., one of the largest manufacturing enterprises of Indianapolis, Indiana.
25. The Secretary of the Toledo Branch of the International Metal Trades Association of the United States.
26. Mr. James Burke, Commissioner of the Montana Coal Operators' Association, Helena, Montana.
27 Mr. M. V. Stone, Manager Beamish Bros. Bag Company, Boston, Mass.
28. Mr. W. R. Ellis, city editor of the Boston *Herald*.
29. Mr. M. A. Mattanson, who required the information for the purpose of a report on the subject to the Department of Economics of the University of Chicago.
30. Mr. Carrol D. Wright, President Clark College, Worcester, Mass., who had heard that the law was the best in America.

31. Mr. F. Fitton, Johannesburg, South Africa, who had seen the Act reviewed in the North American Review.
32. Mr. G. W. Purcell, Labour Commissioner of Indiana.
33. Mr. S. M. Davis, District Attorney for Orange County, California, who wished information concerning the Act for the purchase of drafting a Bill similar for the settlement of labour disputes in California.
34. Hon. Louis H. Winch, Judge of the Circuit Court of Ohio, whose attention had been drawn to the measure by President Eliot of Harvard.
35. Mr. G. W. Trayer, President of the Illinois Coal Operators' Association, who had seen President Eliot's article in McClure's, and who wanted a copy of the Act for the purpose of assisting him in dealing with disputes between the coal operators and the miners in the State of Illinois.
36. Mr. Charles Gettemy, Chief of the Bureau of Labour Statistics of Massachusetts.
37. The Honourable A. Wilson, Governor of Kentucky, who had seen the measure discussed in the *Literary Digest.*
38. Mr. J. P. Wanger, a member of the United States Congress from Pennsylvania.
39. Mr. M. J. Riggs, Manager of the American Bridge Company, Toledo, O.
40. Mr. Bernard F. Supple, Secretary of the State Board of Conciliation and Arbitration for Massachusetts.
41. Professor F. G. Peabody, Chairman of the Department of Social Ethics, Harvard University.
42. Mr. J. A. Gorman, Cambridge, Mass., Secretary of the Federation of State, City and Town Employees' Union.
43. Mr. Andrew Furnseth, San Francisco, Secretary Sailors' Unions of the Pacific.
44. Mr. F. H. McLeod, London Eng., Commissioner for the Labour Department of the British Board of Trade.
45. Mr. A. G. McKay, Chairman of the Public Committee of the International Temple of Labour Association, N.Y.
46. Mr. Wesley Russell, Chicago, General Secretary-Treasurer of the Commercial Travellers' Union of America.
47. Mr. H. J. Straub, Manager of the Coal Trade Company, publishing the *Coal Trade Bulletin.*
48. Mr. W. J. Beecher, Attorney-at-Law, Great Falls, Montana, who said that the people of his state were beginning to wonder whether they could adopt similar legislation.
49. Mr. C. F. Hubbard, State Commissioner of Labour for Washington, who remarks 'I believe it is a good law.'
50. Mr. Roland F. Falconer, Secretary of the Industrial Economics Department of the National Civic Federation, of New York, who speaks of the widespread interest caused by the discussion that had taken place on the measure at a recent meeting of the National Civic Federation.

SUMMARY OF DISPUTES REFERRED FOR SETTLEMENT DURING THE YEAR.

Full particulars of the various industrial disputes referred for settlement to boards of conciliation and investigation established under the Industrial Disputes Investigation Act, 1907, will be found in the formal statement published as an appendix to the present report, but a brief review of the various cases is published for the convenience of the reader.

The measure, it will be remembered, received the royal assent on March 22, 1907. During the month of April following, three applications were received by the Minister of Labour for the establishment of boards of conciliation and investigation under the Act. The first application was received from the Cumberland Railway and Coal Company of Springhill, N.S. In this case a grievance had developed among the

miners themselves, relating to membership in the Provincial Workmen's Association, in which the employing company claimed to be unconcerned. The men struck work during the first week in April pending an adjustment of the dispute, and the company immediately applied for the establishment of a board under the Act. The men, it appeared, in striking had supposed that the new legislation did not apply to the province of Nova Scotia. They had not, it was claimed, intended infringing the provisions of the Act, and when, as a result of inquiries addressed to the Department of Labour, they were assured that Nova Scotia was included within the scope of the Act together with every other province in Canada, they returned to work without further delay. The Minister of Labour received a telegram on April 8, the same date on which the formal application for a board was received, announcing that all the men had returned to work, and the general manager of the company, Mr. J. R. Cowans, in another telegram expressed the view of the employers regarding the Industrial Disputes Investigation Act in the following terse sentence: 'This is the best yet, and if rightly enforced will safeguard the mining and industrial interests of Canada.' Under the circumstances, the application for a board was withdrawn, but obviously the settlement of the dispute is none the less to be credited wholly to the influence of the new legislation.

The second application, received April 9, came from the employees of the Canada West Coal and Coke Company, of Taber, Alta., but did not result in the establishment of a board, an officer of the department who visited Taber at the time of the dispute having by an explanation of the Act and otherwise been able to assist in securing an amicable agreement with regard to the differences.

The next application came on April 9 from the various companies comprising the Western Coal Operators' Association, comprising the leading proprietors of collieries in Eastern British Columbia and Alberta, and including the extensive mines of the Crow's Nest Coal Company at Fernie and Michel, B.C. Here, also, the dispute followed quickly on the enactment of the Act and the men employed in the mines had gone on strike before they had had an opportunity of becoming acquainted with the features of the Bill. The Deputy Minister of Labour, Mr. W. L. Mackenzie King, hastened to Fernie, B.C., to explain to the men the features of the new law and generally to assist in bringing about a settlement of the dispute, the continuance of which threatened to seriously embarrass the transportation and manufacturing interests of Western Canada. A Board of Conciliation and Investigation was promptly appointed under the chairmanship of Chief Justice Sir William Mulock, former Minister of Labour for Canada. Prior to the meeting of the board, the Deputy Minister of Labour was enabled to bring about an agreement effecting a settlement of all matters in dispute and covering a period of two years, the desire of the parties to avoid investigation before the board being of material assistance to him in this connection. Several thousand men were concerned in this dispute.

The fourth application for a board reached the department on April 20, coming from machinists in the employment of the Grand Trunk Railway Company of Canada. This was the first test of the machinery of the Act, and it is gratifying to be able to state that the result of the reference was a most signal victory for the principles of the measure. The management of the Grand Trunk Railway appeared to hesitate at first to take part in the procedure under the Act, insisting that the men had acted pre-

maturely in invoking its provisions. Eventually, however, Mr. C. M. Hayes, the General Manager, entered heartily into the spirit of the Act. A board was established to which Mr. Wallace Nesbitt, K.C., was nominated by the Grand Trunk Railway Company and Mr. J. G. O'Donoghue by the machinists. These two gentlemen being unable to agree on the third member within the period of five days prescribed under the Act, the Minister of Labour named and appointed Professor Adam Shortt of Queen's University as third member and chairman of the board. The board met on May 16, 17 and 18, and although the dispute involved many knotty and intricate questions such as rates of wages, hours of employment, overtime both as to hours and pay, classification of men, number and status of apprentices, the re-instatement of men on strike or lockout—some of them for over two years, and the general principle of recognition of the union, yet the whole dispute was disposed of by the end of the third day and an agreement reached and accepted by both parties for the period of one year, which appeared to be entirely to the satisfaction of both company and men. In his letter to the minister discussing the outcome of the proceedings of the board, Prof. Shortt concluded with the remark: 'It seemed difficult to determine which party was the better satisfied with the character of the proceedings and the efficiency of the new law, which all recognized to be on trial and which all parties admitted to have proved entirely successful. An important and complex labour dispute, involving feuds of more than two years standing and not improving with age, had been settled to the satisfaction of both parties without the loss of a day's work to the men or a dollar to the company and, above all, without disturbance to the public service.' Further evidence, if it was needed, of the satisfaction with which the working of the Act was regarded, was found in interviews given by Messrs. Wallace Nesbitt and J. G. O'Donoghue, members of the board, to the Hamilton *Herald,* in which they respectively expressed warm approval of the new law and its results.

During May various applications were received. First came one from Pioneer Lodge No. 1, Provincial Workmen's Association, on behalf of the employees of the Cumberland Railway and Coal Company of Springhill. The company here named is the same as that which had first invoked the Act after its enactment. The Act was now invoked by the men, with regard, however, to a different dispute. A board was duly constituted by the Minister of Labour, the Honourable Mr. Justice Graham, of the Supreme Court of Nova Scotia, being named as chairman by the members nominated by the respective disputants. The dispute which was the subject of reference was investigated during the month of May and certain evidence taken. The board reported early in July. The findings were not in this case unanimous and the member of the board who had been appointed on the recommendation of the men made a minority report. The report of the board had favoured the contention of the men in the case of one of the grievances referred for adjustment, and had not sustained the contention of the men in the case of the second of the two matters in dispute, the question of payment of local stone in pillars. The men declined to accept the award, and on the first of August commenced a strike. Both parties, however, had conformed strictly to the Act in submitting their differences to investigation and endeavouring to reach an agreement before resorting to other methods. The strike lasted from August 1 until October 31, when the men returned to work on the terms of the award made by the board, and there is reason to believe that the publicity given to the case, and the

influence of the new Act were productive of some advantage in clearing the atmosphere and enabling the parties respectively to perceive the attitude of each other. The Act in no sense proved a failure or dead letter in this case; it failed to avert a strike, but the parties concerned had at least a full opportunity of settling the dispute free of misunderstandings and misapprehensions.

On May 15, an application was received from the Shipping Federation of Canada with headquarters at Montreal. This appliaction was received a day or two after the longshoremen of Montreal had ceased work, apparently through a misunderstanding of the Act or possibly because it had not been understood by them that the Act, the nature of which was not yet widely known, applied directly to their industry. The dispute in question continued for several days, the men still refraining from work, and, the interests of the Port of Montreal being seriously menaced, the members of the Federation proceeded to secure men to fill the places of their former employees, and withdrew their application for a board. In the meantime Mr. F. A. Acland, the Secretary of the Department of Labour, had succeeded in inducing the longshoremen to conform to the spirit of the Act and to return to work and have their dispute with the steamship companies investigated by a Board of Conciliation and Investigation. After a suspension of work for one week the men resumed operations and the minister received an application on their behalf for the establishment of a board. The two members of the board nominated by the disputants recommended for chairman His Grace Archbishop Bruchesi of Montreal, who was duly appointed. In this case the findings of the board were unanimous, but the union refused formally to acept them. In spite of this refusal, about 1,800 of the 2,300 men employed by members of the Shipping Federation made individual contracts with their employers on the terms recommended by the board and there was no further trouble during the year. It may be added that a year later the agreement on the lines of the board's award, slightly modified through the intervention of the Minister of Labour, became again the basis of an amicable arrangement of terms between the same parties for the season.*

On May 27, an application was received from certain of the employees of the Alberta Railway and Irrigation Company at Lethbridge, Alta. The minister was in the act of establishing a board in accordance with the Act when the following telegram was received by the Deputy Minister of Labour:—

LETHBRIDGE, ALTA., June 5, 1907.

Satisfactory agreement signed to-day with Alberta Railway and Irrigation Company. No need of board now, thanks to the Industrial Disputes Investigation Act. Congratulations.

(Sgd.) F. H. SHERMAN,
President District No. 18, U.M.W. of A.

Clearly, in this case, although the board was not actually established, the settlement of the dispute was due wholly to the influence of the new Act and the opportunity it afforded of bringing the employer and employee face to face under conditions such as had not previously existed. So striking a tribute to the Act as that of Mr. Sherman, coming from the president of a district association of a great international labour organization, and from one who is a recognized leader of workmen through Western Canada, is strong testimony to the efficacy and excellence of the new legislation.

* See *Labour Gazette* May 1908, p. 1347.

An application was received on May 31 for the establishment of a board from the steamship companies doing business at Halifax, N.S. Here, again, as at Montreal, the longshoremen had ceased work owing to a dispute with their employers regarding wages. Mr. Victor Dubreil, one of the Fair Wages Officers of the Department of Labour, was sent to Halifax to explain the law to them. The shipping companies meanwhile forwarded to the Minister of Labour an application for the establishment of a board of conciliation and investigation, and the minister was proceeding to establish the same when an agreement between the disputing parties was reported, having been brought about by the good offices of the representative of the Department of Labour, so that an investigation before the board was no longer necessary. Here, as in previous cases of the kind, the influence of the Act was direct and considerable.

An application reached the department about the end of June in the case of a dispute between the Grand Trunk Railway and the locomotive engineers in its employment. Professor Shortt was again the chairman, and the inquiry resulted, as in the case of the machinists, in an agreement satisfactory to both sides being reached, with the added advantage that in this case the agreement was effected for a period of three years instead of for one year only. The questions decided were again of a most intricate and difficult character, and the alternative of a settlement was a strike which would have entirely disabled a great railway and done infinite harm to the business interests of the country.

During July, a new application was received from the employees of the Cumberland Railway and Coal Company. The chairman of the board established in this case was County Judge Patterson, of New Glasgow, N.S. Before the board had concluded its investigation a strike was declared as a result of the non-acceptance of the findings of the previous board above mentioned. The present board thereupon suspended proceedings which were, however, resumed during the continuance of the strike and findings made and reported to the department. From the date of the declaration of the strike the company held aloof from proceedings under the Act and the report of the second board did not under the circumstances affect the situation.

The freight handlers employed at Halifax, N.S., by the Intercolonial Railway of Canada, struck for a few days during July, but finding themselves within the scope of the Act, returned to work and agreed to leave their differences to be adjusted before a board. Being railway employees, they had the option of availing themselves of the clauses referring to railway employees in the earlier Conciliation and Labour Act, the machinery of which presents some slight variations from that of the Industrial Disputes Investigation Act, 1907. The result was a settlement which was accepted unanimously by the employees concerned and was applied by the management of the railway not only to the freight handlers at Halifax, but also by agreement to those in its employment at St. John, N.B.

An application was received on August 26, from the employees of the Montreal Cotton Company at Valleyfield, Que. Some 2,000 hands had struck work, but Mr. F. A. Acland, the Secretary of the Department, who had gone to Valleyfield to act as an intermediary, persuaded the men, after the strike had lasted ten days, to return to work and to leave their grievances to be adjusted by a board of conciliation and investigation established under the Industrial Disputes Investigation Act, 1907, the company concerned agreeing to the reference. This was a special triumph for the

principle of the Act, since the employees of the cotton mills were not engaged in a public utility industry, were not included directly within the scope of its provisions, and were, therefore, in no way restricted by the new law with regard to the start or the continuance of the strike. The incident is a particularly useful illustration of the influence and pliability of the Act, and shows how greatly it may be widened in its scope by the exercise of a little mutual forbearance and goodwill on the part of those concerned in a dispute. The board, of which the Honourable Mr. Justice Fortin of the Supreme Court of Quebec was appointed chairman, succeeded not only in adjusting all the matters in dispute, but secured the establishment of a permanent committee of conciliation, to which it was mutually agreed to refer all disputes that might subsequently arise between the company and its employees save when such difference related to a general increase or decrease of wages. The award of the board was dated September 20, and was the first case in which a dispute not directly covered by the Act had been brought under its provisions.

An application was received on September 5 from the railway telegraphers in the employ of the Canadian Pacific Railway. Here the telegraphers of a great railway, numbering 1,650, realizing the intent of the Act, asked for a board of conciliation and investigation to which might be referred various grievances, a failure of the settlement of which would, it was alleged, cause a strike, the effect of which would have been without doubt to work the most serious injury to the transportation and commercial interests of the country. The board was duly established, the two members appointed on the recommendation of the disputing parties being Messrs. Wallace Nesbitt, K.C., recommended by the Canadian Pacific Railway Company, and J. G. O'Donoghue, recommended by the men, the same gentlemen who officiated under the chairmanship of Professor Shortt in the case of the Grand Trunk Railway Company and its machinists. On their recommendation, Professor Shortt was again appointed chairman and the board, after somewhat strenuous efforts, succeeded in effecting an agreement which was duly signed before the board and the threatened strike averted.

The employees of the Canadian Consolidated Mining and Smelting Company, working at the St. Eugene Mine, Moyie, B.C., applied for a board on September 11. This application affected between 350 and 400 men. The board was duly established, Judge Wilson of Cranbrook, B.C., being appointed chairman. The board made an extended and exhaustive investigation into conditions respecting the smelting industry in British Columbia and in adjoining portions of the United States, and presented a unanimous report containing recommendations for the settlement of the dispute, which though not formally accepted by the parties to the dispute resulted in an agreement being reached and prevented the threatened strike.

On September 16 an application was received from the employees of Hosmer Mines, Hosmer, B.C., for the regulation of wages and conditions of work. The board was established in due course, Judge Wilson being again named as chairman, and a unanimous report being presented. No agreement was signed before the board, but the parties subsequently reported to the department that a settlement had been effected as a result of the inquiry. About 100 men were affected.

The employees of the Hillcrest Coal and Coke Company at Hillcrest, Alta., applied for a board on September 18, the Hon. C. W. Fisher, speaker of the Alberta Assembly being appointed chairman. The board failed to present a unanimous report, a minority

report being presented by the member appointed on the recommendation of the men, but the department was subsequently informed by the parties concerned that an agreement had been reached informally between them as an outcome of the investigation. About 70 men were concerned.

On October 31 the department received applications from the employees of three companies at Taber, Alta., those namely of the Canada West Coal and Coke Company, the Domestic Coal Company and the Duggan-Huntrods Company. Three several boards were established, and the causes of dispute in the three cases being similar, the same chairman was appointed in the case of the three boards, namely: the Honourable Mr. Justice Stuart of Calgary, Alta. An agreement was in each case concluded by the parties to the respective disputes.

On November 6 an application was received from the employees of the Strathcona Coal Company at Strathcona, Alta. The dispute was of a character similar to those at Taber. Mr. Geo. S. Montgomery, of Edmonton, was appointed chairman on the recommendation of the two members of the board already appointed. Here also an agreement was concluded between the parties to the dispute as an outcome of the investigation. The chairman of the board in this case made a special acknowledge- to the department of the usefulness of the Act in effecting a settlement.

On November 16 the department rceeived an application on behalf of the Grand Trunk Railway Company of Canada for the establishment of a board to adjust differences between the company and its railroad telegraphers. The dispute was of a nature similar to that between the Canadian Pacific Railway and its telegraphers, and the board established was identical with that which succeeded in effecting a settlement in the case named, consisting of Professor Shortt, chairman, and Messrs. Wallace Nesbitt, K.C., and J. G. O'Donoghue; the chairman was appointed on the recommendation of the other members of the board named. There were 300 men concerned. The same situation confronted the board as in the case of the C.P.R. telegraphers, a disastrous strike being threatened if an agreement were not effected. The board proceeded with the investigation immediately, meeting in Montreal and Toronto. An agreement was eventually reached between the parties on all points.

On November 18, an application was received in the department on behalf of the Canadian Pacific Railway for the adjustment of differences between the company and the carmen employed on its western lines. The number of men affected was stated to be 1,215, and the matters of difference were wages and conditions of labour generally. A board was duly established, the members being Mr. J. H. McVetty, Vancouver, B.C., recommended by the employees concerned; Mr. A. M. Nanton, Winnipeg, Man., recommended by the employing company, and Professor Odlum, Vancouver, B.C., recommended by the foregoing members. No formal agreement was in this case concluded before the board, but the board made certain unanimous findings to the department, and these were subseqeuntly accepted by each party to the dispute and the dispute was settled accordingly.

Another application from Pioneer Lodge, P.W.A., representing the employees of the Cumberland Railway and Coal Company, was received on November 21, being the third application received on their behalf. The causes of difference related to (1) payment for stone in pillar work, (2) the adoption of a general wage schedule for coal cutters and their leaders, (3) the matter of the change in the mode of payment of the

mineral gotten from box to tonnage price. The minister proceeded with the establishment of the board and Mr. R. B. Murray of Springhill, N.S., was appointed on the recommendation of the men. The employing company having failed to recommend on their part a person for appointment to the board,the minister appointed Mr. Hiram Donkin, of Halifax, N.S., Deputy Minister of Mines for Nova Scotia, who, under the terms of the Act (Sec. 8, clause 2), was 'deemed to be appointed on the recommendation' of the party failing to make the recommendation within the period of five days indicated under the Act. His Honour Judge Patterson of New Glasgow, N.S., was, on the recommendation of the foregoing members, appointed a third member and chairman of the board. The board reported unanimously, and the findings were accepted by the men. The company took no action in the matter. There was, however, no further cessation of work.

During December the department received an application from the officers of the Cobalt Miners' Union on behalf of the employees of the McKinley-Darragh Mining Company of Cobalt, Ont., for the establishment of a board to adjust differences between the company named and its employees. The differences related to a reduction in wages, said to have been announced upon the part of the company to come into effect on December 15, the notice regarding the same having been posted on November 15. Professor Shortt was selected as chairman and an unanimous report was presented. No formal agreement was concluded before the board, but the department was given to understand that a settlement was effected on the lines recommended by the board and no cessation of work occurred.

An important dispute brought under the Act during December was one concerning the Canadian Northern Railway and the firemen, enginemen and hostlers in its employ to the number of 359. This dispute affected the relations of the union to the employing company and involved a controversy with the Brotherhood of Locomotive Engineers, which was of long standing, and had proved impossible of settlement between the international officers. The board, of which Professor Shortt was chairman, was fortunate in securing a settlement of the differences, and the chairman received the written congratulations of the international officers.

On January 9 an application was received relating to a dispute in a silver mine in Cobalt, the company concerned this time being the Temiscaming and Hudson Bay, and 50 employees being concerned. A unanimous finding was made by the board, which was accepted by the men but not by the company, no cessation of labour, however, occurring. Prof. S. J. McLean of Toronto, was chairman in this case.

Early in January an application was received on behalf of the carmen in the employ of the Grand Trunk Railway, numbering 800. The chairman of the board was again Professor Shortt, and an agreement between the parties was affected.

One of the most important of all the disputes to be brought under the Act during the first yea rof its existence was that between the Dominion Coal Company of Dominion, C.B., and its employees, the latter numbering 7,090. The application reached the department on January 29, 1908. The difference related to the removal of an agreement and there was known to be the gravest danger of a disturbance o findustry so widespread as to involve a great part of the province of Nova Scotia. Both sides went before the board with little hope that good could result. The board was again presided over by Professor Shortt, who, however, was induced to accept the chairman-

ship only on the urgent request of the Minister of Labour, the Professor's public services in connection with the Act having made severe encroachments on his normal duties and his leisure. The principle of the Act triumphed, and a supreme disaster to the industries of Nova Scotia was averted by the conclusion of a two years' agreement. The agreement was concluded before the board on March 13, and the report of the board was received in the department on March 23. With 7,000 employees and allowing four to a family, the number of persons directly interested in this dispute was 28,000, not to speak of these employed in industries dependent on the coal supply and the members of the general community supported by the coal industry.

On January 31, the department received an application for a board to adjust a dispute between the Hamilton Street Railway and its employees. The dispute related chiefly to the treatment accorded by the company to members of the union in its employ, the men alleging discrimination against them. Judge Monck, County Judge of Wentworth, was chairman of the board. In this case the report represented a majority only of the board, and favoured generally the attitude of the company, while a minority report presented by Mr. J. G. O'Donoghue, the member of the board appointed on the nomination of the men, sustained the position of the men. Notwithstanding the difference of opinion, there is good reason to believe that the effects of the very full investigation before the board and the publicity given the whole matter was an improvement of the relations between the company and its men, and there was no disturbance to the work.

A dispute referred under the Act during March, 1908, was one concerning the sailors of the Great Lakes and their employers. In this case, the Dominion Marine Association, the party named as employer, stood aside at the outset, contending that their body could not be properly regarded as an employer within the meaning of the Act, and refusing therefore to name a person for appointment to the board. The minister duly established the board notwithstanding the objection, and, Professor Shortt being chairman, a settlement was effected of the differences referred for investigation, the Dominion Marine Association in the end entering heartily into the spirit of the Act and co-operating in the effort to secure an amicable arrangement.

In February, an application was received from the employers in the case of several small coal mines at Woodpecker, Alta., the cases being considered together. Here, the board recommended a scale of wages to be paid, though a minority report objected to the same, but the mines in the meantime had, through lack of orders, closed down prior to the investigation, so that the Act did not strictly apply.

Towards the end of March applications were received and boards constituted in the case of two small coal mines in the province of Saskatchewan, and a further application came in from the employees of the Cumberland Railway and Coal Company. These were under consideration at the end of the financial year.

This closed the record of a year's operation of the Act. There had been in all, 35 disputes referred under the provisions of the Act and in only one case had a cessation of work followed an inquiry before a board. The time occupied in the formation of the board and the subsequent inquiry has frequently been not longer than a month from the date of the receipt of the application, and in cases where the period has been greater it has usually been by agreement or understanding between the parties concerned that no interests would suffer by the extension of the proceedings over a longer period, or by reason of evidence offered the minister that such

delay would be in the interests of conciliation. In comparing the date of receipt of application with the date of receipt of report, all of which are duly set forth in the tabular statement on the working of the Act accompanying the present report, it must be remembered that in a number of cases a formal or informal agreement between the parties was effected some days or weeks before the official report concerning the same reached the department.

PENAL CLAUSES OF THE ACT.

The penal clauses of the Industrial Disputes Investigation Act were invoked several times during the year. The first case was that of a copper mine at Van Anda, Texada Island, B.C. The men had struck work and the company, under section 56 of the Act which forbids men going on strike or employers declaring a lockout until after the dispute shall have been referred to a board of conciliation and investigation under the Act, proceeded to charge the men with an infringement of the law. The proceedings in court developed the fact that there had been much disunderstanding on both sides, but especially showed that the men had not intended infringing the Act. The magistrate, after hearing some evidence, afforded the disputing parties an opportunity of settling the dispute out of court, and the men involved took advantage of this opportunity. A mutual spirit of compromise was manifested; the strike was immediately called off, and a scale of wages agreed upon satisfactory to both parties.

Proceedings under the Act were instituted also at Cobalt against a miner who was alleged to have infringed section 60, 'any person who incites, encourages or aids,' &c. The defendant, who was president of the local branch of the union, was convicted before the Police Magistrate at Cobalt, and sentenced to a fine of $500 and costs, or six months imprisonment. The case was appealed to the Superior Court of Ontario, and the sentence was amended to a fine of $500 and costs, or three months imprisonment. The defendant was not, however, subsequently called upon to undergo sentence.

A conviction was entered under the Act, also, in the case of a charge against the Galbraith Coal Company to the effect that it had closed down during an investigation before a board. In this case the employing company was, under section 67, fined $200. Here, also, an appeal was entered, a decision with regard to which had not been given at the close of the fiscal year.*

A full list of the various decisions under the Act in these cases is printed elsewhere in the present report.

RETURN OF PROCEEDINGS UNDER THE ACT.

On Thursday, February 27, a return was laid on the table of the House of Commons by the Honourable the Minister of Labour, giving information respecting the operation of the Industrial Disputes Investigation Act, 1907, from the date of its enactment. The return was called for by an Order of the House dated December 12, in response to a motion by Mr. Ralph Smith, M.P. The order called for a return showing:—

1. The number of disputes dealt with under the Industrial Disputes Investigation Act, 1907, to the 1st of December, 1907.

2. The dates at which the several applications for the operation of the Act have been received.

* Later in the year the conviction was sustained in the Supreme Court of Alberta.

3. Names of the parties concerned in the several disputes.

4. Name of the party making the application.

5. Locality of dispute.

6. Number of persons affected.

7. Nature of dispute.

8. Names of members of Board of Conciliation and Investigation where same has been established.

9. Date on which board was established.

10. Date of sittings of board.

11. Result of the reference of the dispute under Act.

The return was made on February 26, the information being brought down to February 15. The return is published herewith, the information being, however, brought down to the close of the financial year.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.

STATEMENT OF PROCEEDINGS UNDER THE ACT DURING THE FINANCIAL YEAR ENDING MARCH 31, 1907.

Application concerning disputes in Mines and public utilities.	Application concerning disputes in industries other than mines and public utilities.	Total references under Act.
34	1	35

Concerning Mines and Smelters.	Concerning Transportation and Communication.	Disputes referred by consent of parties concerned under sec. 63 of I.D.I. Act 1907.	
22	12	1	35

	Coal Mines.	Metalliferous Mines.	Railways.	Shipping.	Street Rys.		
	18*	4	8†	3	1		
Strikes averted or ended.....	16**	3	8	3	1	1	32
Strikes not averted or ended.....	1††	0	0	0	0	0	1††

* In the case of three of these applications the disputes were settled before a Board had been constituted.

† The Boards were distributed among the various classes of railway employees as follows: Locomotive Engineers, 1; Machinists, 1; Carmen, 2; Firemen and Engineers, 1; Freight handlers, 1; Telegraph operators, 2.

** There were still pending at the close of the financial year, six applications for investigations, viz.: 4 in case of coal mining disputes; 1 in the case of shipping; and 1 in the case of street railways.

†† Only one strike occurred in cases where a dispute had been referred to a Board, but in this instance a second Board established to investigate other differences between the same parties was in session when the strike was declared. In another case where proceedings for a Board were discontinued, the aversion of a strike is not counted. These two cases account for the difference of two between the figures in the column and the figures at the head of the column.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.

Applications for Boards of Conciliation and Investigation.

A.—MINES, AGENCIES OF TRANSPORTATION AND COMMUNICATION, AND OTHER PUBLIC SERVICE UTILITIES.

MINING AND SMELTING INDUSTRY.

1. COAL MINES.

Date of receipt application.	Parties to Dispute.	Party making application.	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board. (C) Chairman; (E) Employer; (M) Men.	Date on which Board was constituted.	Date of Sittings of Board.	Date of receipt of report of Board.	
1907.							1907.	1907.		
April 8	†Cumberland Railway and Coal Company and employees.	Employer*	Springhill, N.S.	1,700	Concerning employment of non-union workmen.	.....	.....	.....	.....	On April 1, employees went on strke. It was alleged by employers that they were under impression that the mines of Nova Scotia were exempt from provisions of Act. When it was explained Act applied to all Canada, employees returned to work April 8. Difficulty amicably settled. No Board constituted.
April 9	†Canada West Coal & Coke Company and employees	Employees	Taber, Alta....	150	Concerning hrs. of labor.	.....	.....	.....	.....	On April 1, employer locked out employees. Employer alleged that this was done in ignorance of provisions of Act. When informed of provisions of Act by department, mines were re-opened on April 18. Subsequently an amicable settlement was effected through intervention of Mr. J. D. McNiven, Fair Wages Officer of Department. No Board constituted.

†It is important to note in connection with these disputes that the *Industrial Disputes Investigation Act* was not assented to till March 22, 1907. It was some weeks later before copies of the Act were available for distribution. Its provisions in consequence were not fully known by the parties at the time these disputes occurred.

*Applications for a Board were received also from the employers, parties to this dispute.

INDUSTRIAL DISPUTES INVESTIGATION ACT—*Continued.*

Date of receipt application.	Parties to dispute.	Party making application.	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board. (C) Chairman; (E) Employer; (M) Men.	Date on which Board constituted.	Date of sittings of Board.	Date of receipt of Report of Board.	
April 9	†Western Coal Operators Association and employees	Employ'es*	.....	.....	Concerning t'rms of joint agreement, including wages schedule and other conditions of employment.	Sir Wm. Mulock, K.C.M.G., (C)**	April 22	Apr. 30, May 6	May 29	Employees went on strike in the several mines while proceedings were pending in connection with the establishment of the Boards of Conciliation and Investigation, in consequence, it was alleged, of misunderstand'gs which arose through ignorance of the provisions of the Act. The Deputy Minister of Labour left for Fernie on April 19, to explain to the parties the provisions of the law. While in Fernie, the parties consented to his intervention as a conciliator under the Conciliation Act, 1900, and an agreement was effected on May 4. The Boards convened at Fernie on April 30, but adjourned proceedings pending investigations by the Deputy Minister. On May 6 the Boards reconvened to receive from the parties a formal statement that the differences had been adjusted, a further cessation of work being thereby averted. An important feature of the settlement was the establishment of a standing committee of conciliation between the employers and employees, to which future differences were to be referred.
	Canadian American Coal & Coke Co.	.....	Frank, Alta....	250		J. L. Parker, (E)				
	Crow's Nest Pass Coal Co	.....	Fernie, Coal Creek, Michel, B.C.....	1,800		L. P. Eckstein, (M.)				
	International Coal & Coke Company.	.....	Coleman, Alta ..	370		Sir Wm. Mulock, K.C.M.G., (C)**				
	West Canadian Collieries, Limited.....	.....	Lille and Bellevue.....	350		F. B. Smith (E)...				
	Breckenridge and Lund Coal Co.....	.....	Lundbreck, Alta	125		L. P. Eckstein, (M.)				
	H. W. McNeill Coal Co.	.....	Canmore, Alta..	300						
	Pacific Coal Company...	.....	Bankhead, Alta.	400						

May 8..	Cumberland Railway and Coal Company and employees.	Employee	Springhill, N.S..	1,700	Concerning payment for work in counter levels and stone in pillar work.....	The Hon. Mr. Justice Graham (C) ††..... P. S. Archibald(E) R. B. Murray, (M)	May 17.	May 23, 24, 29, and July 3 and 4..	July 13	Board being unable to effect a settlement by conciliation, presented a report signed by the Chairman and Mr. Archibald. Minority report was presented by Mr. Murray. The recommendations of the Board were not accepted by the employees. The strike which was threatened prior to the application for Board on May 8 was averted for the time being but took place on August 1 continuing until October 31, when the employees returned to work on the conditions recommended in the report of the Board.
May 27.	Alberta Railway and Irrigation Coal Company and employees of coal mines.	Employees	Lethbridge, Alta	400	Concerning conditions of employment...	.....	.....	.....	.....	Amicable settlement, including agreement as to conditions of employment and establishment of a standing committee of conciliation effected between parties while Board was in process of constitution, strike being thereby averted.
July 12.	Cumberland Railway and Coal Company and employees.	Employees	Springhill, N.S..	1,700	Concerning wages and other conditions of employment.....	His Honour Judge Patterson (C) ** P. S. Archibald(E) R. B. Murray, (M)	July 27.	July 31, Aug. 1, Sept. 9 and 12.	Sept. 21	Employees declared a strike on August 1 in reference to question of payment of stone in pillar work, having refused to accept the recommendations of the Board appointed May 17 to deal with this subject. In virtue of this strike, proceedings before the Board were suspended until Sept. 9, when the Board sat for two days, and presented an interim report. The strike ended on October 31, the employees returning to work on the conditions recommended in the report of the first Board.

**Appointed by the Minister under sec. 8, sub-sec. 4, of the I. D. I. Act, in the absence of a joint recommendation by the two members first appointed.
††Appointed by the Minister under sec. 8, sub-sec. 3, of the I. D. I. Act, on the joint recommendation of the two members first appointed.

INDUSTRIAL DISPUTES INVESTIGATION ACT—*Continued.*

Date of receipt application.	Parties to Dispute.	Party making application.	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board (C) Chairman; (E) Employer; (M) Men.	Date on which Board was constituted.	Date of Sittings of Board.	Date of Receipt of report of Board.	
Sept. 16	Hosmer mines and employee .	Employees	Hosmer, B.C....	100	Concerning wages and other conditions of employment.	His Honour Judge Wilson (C)** F. B. Smith (E). F.H. Sherman (M)	Sept. 20	Oct. 14, 15, 16, 17.	Oct. 21.	The Board presented a unanimous report, which though not formally accepted by the parties, formed the basis of an agreement subsequently reached by them and reported to the Department, a strike being thereby averted.
Sept. 18	Hillcrest Coal and Coke Co. Limited, and employees.	Employees	Hillcrest, Alta..	10	Concerning wages and other conditions of employment.	Hon. C. W. Fisher ** J. R. McDonald (E) F. H. Sherman(M)	Sept. 24	Oct. 7.	Nov. 4.	The report of the Board was accompanied by a minority report by Mr. Sherman. Though neither report was formally accepted by the parties, a settlement was reached in consequence of the inquiry by the Board, and a strike thereby averted.
Nov. 5..	Canada West Coal and Coke Company and employees.	Employees	Taber, Alta.....	150	Concerning wages, hours, and other conditions of employment.	Hon. Mr. Justice Stuart (C) ** S. A. Jones (E) F. H. Sherman(M)	Nov. 20	Dec. 5 and 6.	Dec. 20.	Differences adjusted, and agreement concluded before Board, dating from December 9, 1907, until March 31, 1909, a strike being thereby averted.
Nov. 5	Domestic Coal Co. and employees.	Employees	Taber, Alta. ...	50	Concerning wages, hours, and other conditions of employment.	Hon. Mr. Justice Stuart (C)** R. Duggan (E) F. H. Sherman (M)	Nov. 20	Dec. 5, 6 and 7.	Dec. 28	Differences adjusted, and agreement concluded before Board dating from December 9, 1907, until March 31, 1909, a strike being thereby averted.
Nov 5	Duggan Huntrods & Co. and employees.	Employees	Taber, Alta.....	40	Concerning wages, hours, and other conditions of employment.	Hon. Mr. Justice Stuart (C)** J. Shorthouse (E) F. H. Sherman (M)	Nov. 20	Dec. 5, 6 and 7.	Dec. 28	Differences adjusted, and agreement concluded before Board, dating from December 9, 1907, until March 31, 1909, a strike being thereby averted.

Nov. 12	Strathcona Coal Co. and employees.	Employees	Edmonton, Alta.	40	Concerning wages, hours, and other conditions of employment.	G. Montgomery (C) †† F. L. Otter (E) F. H. Sherman (M)	Dec. 2	Dec. 18 and 20 1908	Dec. 28 1908	Differences adjusted, and agreement concluded before Board, dating from September 23, 1907, until March 31, 1909, a strike being thereby averted.
Nov. 21	Cumberland Railway and Coal Co. and employees.	Employees	Springhill, Alta.	1,700	Concerning wages and other conditions of employment.	His Honour Judge Patterson (C)** R. B. Murray (M) Hiram Donkin ‡	Dec. 24 1908	Jan. 8, 9, 10, 11, 16.	Jan. 22	The Board presented a unanimous report, which the employees expressed a willingness, and the Company an unwillingness, to accept. No further cessation of work took place.
1908 Jan. 29	Dominion Coal Co., Ltd., and members of the Provincial Workmen's Association.	Employees	Dominion, C.B.	7,000	Concerning wages and conditions of employment	Prof. A. Shortt (C) ** J. Dix Fraser (E) Dr. A. Kendal, M.P.P. (M)	Feb. 18	Mar. 2 and 9.	Mar .23	Differences adjusted and an agreement concluded before the Board, effective from March 16, 1908, to December 31, 1909, a strike being thereby averted.
Feb. 10	John Marsh, John Howells, Stevens Bros., coal mine operators, dealt with as a whole.	Employers	Woodpecker, Alta.	.....	Concerning wages and conditions of employment.	Hon. Mr. Justice Stuart (C)†† W. E. Bullock (E) F. H. Sherman (M)	Feb. 25	Mar. 17, and 18	.....	The report of the Board had not been received at the close of the financial year.
Mar. 16	Western Dominion Collieries, Ltd., and United Mine Workers.	Employees	Taylorton, Sask.	90	Concerning wages and hours.	His Honour Judge Myers (C) ** J. O. Hannah (E) F. H. Sherman (M)	April 10	.....	.....	The report of the Board had not been received at the close of the financial year.
Mar. 16	Manitoba and Saskatchewan Coal Company, Limited, and United Mine Workers.	Employees	Bienfait, Sask...	50	Concerning wages and hours.	His Honour Judge Dawson (C)** G. C. Crowe (E) F. H. Sherman (M)	April 22	.....	.....	The report of the Board had not been received at the close of the financial year.
Mar. 25	Cumberland Railway and Coal Company, Limited, and Protective Workmen's Association.	Employees	Springhill, N.S.	1,600	Concerning wages.	His Honour Judge Wallace (C)** Hon. John Armstrong (E) ‡ R. B. Murray (M)	April 29	.....	.....	The report of the Board had not been received at the close of the financial year.

††Appointed by the Minister under sec. 8, sub.-sec. 3, of the I.DI. Act, on the joint recommendation of the two members first appointed.
**Appointed by the Minister under sec. 8, sub.-sec. 4, of the I.D.I. Act, in the absence of a joint recommendation by the two members first appointed.
‡Appointed by the Minister under sec. 8, sub.-sec. 2, in the absence of a recommendation from the party concerned.

INDUSTRIAL DISPUTES INVESTIGATION ACT—*Continued.*

2.—METALLIFEROUS MINES.

Date of receipt application.	Parties to Dispute.	Party making application.	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board. (C) Chairman; (E) Employer; (M) Men.	Date on which Board was constituted.	Date of Sittings of Board	Date of Receipt of report of Board	
Sept. 11	Canadian Consolidated Mining and Smelting Company and employees	Employees	Moyie, B.C.	400	Concerning wages and hours.	His Honour Judge Wilson (C)†† J. A. Harvey (E) S. S. Taylor, K.C., (M)	Sept. 23	Oct. 10 to Dec. 17, intermittently.	Dec. 28	The Board after an exhaustive inquiry into mining conditions in British Columbia, presented a unanimous report, the recommendations of which were of general application to the metal mining industry in the Province of British Columbia. An settlement based on these recommendations was effected between the Company and its employees, and a strike thereby averted. The inquiry, moreover, had the effect of influencing the settlement of other differences in the industry in other parts of the Province.
Dec. 9	McKinley-Darragh Mining Co., Ltd., and its employees.	Employees	Cobalt, Ont.	120	Concerning wages and hours	Prof. A. Shortt, (C)†† E. C. Kingswell (E) John A. Welch (M)	Dec. 21	1908 Jan. 1 & 2	1908 Jan. 22	A unanimous report was presented by the Board, making recommendations for the settlement of the dispute. The findings of the Board were not formally accepted by the parties, but the investigation by the Board is believed to have been beneficial to the camp as a whole, and the strike, which was declared to be impending at the time application was forwarded to the Minister, has been averted up to the present time (Feb.) 15.

1908 Jan. 9	Temiskaming and Hudson Bay Mining Co., Ltd., and employees of said Co.	Employees	Cobalt, Ont.....	50	Concerning wages and hours	Pro. S. J. Maclean (C)** M. F. Punaville (E) C. B. Duke (M)	1908 Jan. 31	Feb. 5, 6, 7	Feb. 13	A unanimous report was presented by the Board, making recommendations for the settlement of the dispute. The findings were accepted by the men, but not by the company. No cessation of work was, however, reported.
Mar. 6	King Edward Mine, Cobalt, and employees.	Employees	Cobalt, Ont.....	50	Concerning wages and hours	.....	.....	.....	.....	No Board was established in this case, proceedings in connection with the application being discontinued.

II.—Transportation and Communication.

I.—Railways.

Apr. 20	Grand Trunk Railway Company of Canada and Machinists.	Employees	Montreal, Ottawa, Toronto, Stratford, etc.	400	Concerning schedule involving wages, hours, apprenticeship reinstatement of former employees, etc.	Prof. A. Shortt, (C)** W. Nesbitt, K.C., (E) J. G. O'Donoghue, (M)	May 4..	May 16, 17, 18	May 21	Differences adjusted, and agreement concluded before Board for period of one year from May 1, strike being thereby averted.
June 27	Grand Trunk Railway Company of Canada and its locomotive engineers.	employer	Montreal, Ottawa, Toronto, Stratford, etc.	1,300	Concerning schedule of wages and rules.	Prof. A. Shortt, (C)** W. Nesbitt, K.C., (E) J. Cardell (M)	July 18	July 23, 24 and Aug. 12 13	Aug. 16	Differences adjusted, and agreement for three years concluded before Board, a strike being thereby averted.
Sept. 5	Canadian Pacific Railway Company and railroad telegraphers.	employees	On all lines of C.P.R. in Canada.	1,656	Concerning schedule of wages and rules of employment.	Prof. A. Shortt, (C)†† W. Nesbitt, K.C., (E) J. G. O'Donoghue, (M)	Sept. 16	Sept. 27 to Oct. 10	Oct. 12	Differences adjusted, and an agreement concluded before Board, dating from October 1, a strike being thereby averted.
Nov. 19	Grand Trunk Railway Co. and railroad telegraphers.	employer	Montreal.....	300	Concerning wages and other conditions of employment.	Prof. A. Shortt, (C)†† W. Nesbitt, K.C., (E) J. G. O'Donoghue, (M)	Nov. 30	Dec. 4, 5, 6, 7, 12 1907 and Jan. 13, 1908	1908 Jan. 23 1907	Differences adjusted, and agreement concluded before Board, dating from January 1, 1908, a strike being thereby averted.

** Appointed by the Minister under sec. 8 sub-sec. 4 of the I. D. I. Act in the Absence of a joint recommendation by the two members first appointed.
†† Appointed by the Minister under sec 8 sub-sec. 3 of the I. D. I. Act on the joint recommendation of the two members first appointed.

INDUSTRIAL DISPUTES INVESTIGATION ACT—*Continued.*

Date of receipt application.	Parties to Dispute	Party making application.	Locality.	No. of Persons affected.	Nature of Dispute.	Names of Members of Board. (C) Chairman; (E) Employer; (M) Men.	Date on which Board was constituted.	Date of sittings of Board.	Date of Receipt of report of Board.	
July 10	Intercolonial Railway of Canada and freight handlers in its employ at Halifax, N.S.	employer	Halifax, N.S...	205	Concerning wages and classification of employees.	Prof. W. Murray, (C)†† Henry Holgate, (E) R. E. Finn, M.P.P., (M)	July 22	July 31 and Aug. 1 2, 3, 5. 6, 7, 8.	Aug. 12.	On June 29, employees went on strike, and when informed that provisions of Act applied, both parties agreed to refer the differences under the Act, and employees returned to work. On the request of the parties proceedings were subsequently adopted under the Conciliation and Labour Act, and a settlement effected, the terms of which were made applicable to the Railway's employees at St. John, N.B., as well as at Halifax, N.S., and further cessation of work was thereby averted.
Nov. 22	Canadian Pacific Railway Co., and carmen employed by Company on western lines.	Employer	Western Lines..	1,215	Concerning wages and hours.	Prof. Odlum (C)†† A. M. Nanton, (E) J. H. McVetty, (M)	Nov. 26.	Dec. 2 to 19	Dec. 23.	The Board presented a unanimous report recommending a basis of settlement which was subsequently, in correspondence with the Department, accepted by both parties, and a strike thereby averted.
Dec. 19	Canadian Northern Railway and firemen, enginemen and hostlers in its employ.	Employees	Winnipeg & territory along Can. Northern Ry.	359	Concerning relations of Union to employer.	Prof. A. Shortt, (C)** F. H. Richardson, (E) J. G. O Donoghue. (M)	Jan. 8.	Jan. 18	Jan. 25.	Differences amicably adjusted before the Board and a strike thereby averted.
Jan. 8	Grand Trunk Railway Co., and carmen in its employ.	Employees	G.T.R. System.	800	Concerning wages and conditions of labour.	Prof. A. Short, (C)†† Wallace Nesbitt, (E) J. G. O'Donoghue, (M)	Jan. 28	Feb. 25	Feb. 26	Differences amicably adjusted before a Board and a strike thereby averted.

2. Street Railways.

Jan. 31	Hamilton and Dundas Railway Company and Hamilton Radial Railway Co.	Employees	Hamilton.	120	Concerning relations of union to employing companies.	W. Bell, K. C., (E) J. G. O'Donoghue, (M)	Feb. 17			The report of the Board had not been received at the close of the financial year.

3. Shipping.

May 15 *	Shipping Federation of Canada and longshoremen of Montreal.	Employers	Montreal, Que.	1,500	Demand for increase in wages.	Archbishop Bruchesi (C) †† G. W. Stephens, (E) Jos. Ainey, (M)	June 1	June 11 12, 13	June 17	On May 13 employees went on strike, notwithstanding provisions of Act, and employers on May 18 withdrew application for Board. On May 15, Mr. F. A. Acland, Secretary of the Department, went to Montreal to explain the provisions of the Act to the parties to the dispute. As the result of Mr. Acland's interventtion the employees returned to work, and agreed to refer the dispute under the Industrial Disputes Investigation Act, and a formal application was made by the employees for the establishment of a Board. A unanimous report was made by the members of the Board, and an agreement recommended covering conditions of employment for the seasons of 1907 and 1908. The Union did not formally accept the recommendations of the Board, but the members, with the exception of a few, signed individual agreements with the employers, based upon the recommendations with the Board, and a further cessation of work during the season was thereby averted.
May 25 *	Shippping Federation of Canada, Canadian Pacific Railway Company and Longshoremen of Montreal.	Employees	Montreal, Que.	1,600	Demand for increase in wages					

* The two applications here recorded are regarded as one in the tabular statement.
**Appointed by the Minister under sec. 8 sub-sec. 4 of the I.D.I. Act in the absence of a joint recommendation by the two members first appointed.
††Appointed by the Minister under sec. 8 sub-sec. 3 of the I.D.I. Act on the joint recommendation of the two members first appointed.

INDUSTRIAL DISPUTES INVESTIGATION ACT—*Continued.*

Date of receipt application.	Parties to Dispute.	Party making application.	Locality	No. of persons affected.	Nature of Dispute.	Names of Members of Board: (C) Chairman; (E) Employer; (M) Men.	Date on which Board constituted.	Date of Sittings of Board.	Date of receipt of Report of Board.	
May 31.	Furness Withy Co., Cunard & Co., Pickford, Black & Co., and 'longshoremen..	Employers	Halifax, N. S...	500	Concerning wages. Increase of 5 cents per hour demanded by men, 2½c offered by companies, but refused.	James Hall (E)... Philip Ring (M)	.....	.....	.....	On May 26 employees went on strike, alleging subsequently that they had no knowledge of the existence of the provisions of the Act. Mr. V. DuBreuil, Fair Wages Officer of the Department, was sent to Halifax to explain the provisions of the Act. A Board was requested as a result of the explanations given, and while being constituted the dispute was amicably settled, Mr. DuBreuil lending the good offices of the Department as a conciliator. A further cessation of work was thereby averted, as was also the necessity of further proceedings in connection with the establishment of the Board.
1908. Mar. 6.	Dominion Marine Association and Lake Seamen's Union.	Employees	Kingston, Ont., and ports of Great Lakes..	450	Concerning wages and conditions of employment.	Prof A. Shortt (C)†† Jas. Stewart (E) ‡ John A. Flett (M)	.....	.....	.....	The report of the Board had not been received at the close of the financial year.

‡Appointed by the Minister under sec. 8 sub-sec. 2 of the I. D. I. Act in the absence of a recommendation from the party concerned.
††Appointed by the Minister under sec. 8 sub-sec. 3 of the I. D. I. Act on the joint recommendation of the two members first appointed.

Date of receipt application.	Parties to Dispute.	Party making application.	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board : (C) Chairman ; (E) Employer ; (M) Men.	Date on which Board was constituted.	Date of Sittings of Board.	Date of receipt of Report of Board.	
Aug. 26.	Montreal Cotton Co., and employees.	Employees	Valleyfield, Que.	2,200	Conditions and wages.	Hon. Mr. Justice Fortin. (C)** Duncan McCormick, K.C. (E) W. Paquette (M)	Sept. 4.	Sept. 5, 10, 11, 16.....	Sept. 24.	The employees went on strike on Aug. 13, and the good offices of the Department were requested with a view to effecting a settlement. Mr. F. A. Acland, Secretary of the Department, and Mr. V. DuBreuil, Fair Wages Officer, visited the scene of the dispute and explained the provisions of the Act to the parties, with special reference to the sections enabling a dispute in any industry other than that of a mine or public utility to be referred, by mutual agreement between the disputing parties, to a Board of Conciliation and Investigation. As a result of the explanations and efforts at conciliation on the part of the officers of the Department, an application for a Board was forwarded to the Minister, the employees in the meantime returning to work on August 26. The Board was duly established, with the result that the differences were adjusted, and an agreement concluded before the Board dating from September 17, 1907, to be effective until May 4, 1908, and thereafter until either side be given a written notice of cancellation of the same. A feature of the agreement was the establishment of a permanent Committee of Conciliation, to which it was agreed that all subsequent disputes should be referred.*

* This dispute was referred to a Board of Conciliation and Investigation under section 63 of the Act, which provides that "in the event of a dispute arising in any industry or trade other than such as may be included under the provision of this Act, and such dispute threatens to result in a lockout or strike, or has actually resulted in a lockout or strike, either of the parties may agree, in writing, to allow such dispute to be referred to a Board of Conciliation and Investigation, to be constituted under the provisions of this Act" &c. Applications referring to disputes in this class of industry were received also in the cases of W. A. Marsh & Co., Boot and Shoe Manufacturers, Quebec; the Rosamond Woollen Company, Almonte, Ont.; the Eastern Townships Manufacturing Company, St. Hyacinthe, Que.; L'Association Internationale des Ouvriers en Fourrures, Montreal; the Davidson Manufacturing Company, Montreal, and A. Gravel Lumber Company, Etchevin, Que.; but the parties concerned not agreeing to refer their differences for adjustment according to the provisions of the act, no action was taken by the Minister.

**Appointed by the Minister under sec. 8 sub-sec. 4, of the I.D.I. Act in the absence of a joint recommendation by the two members first appointed.

COMMUNICATIONS, &c., CONCERNING ACT.

Newspaper articles, public references, interviews, &c., relating to the administration of the principle of the Act have been carefully clipped and filed for purposes of reference. Of the numerous communications received in the department containing suggestions or comments on the measure of an informative or useful character, it has been thought well to present some examples in the annual report.

Montreal Board of Trade.

The following letter from the Secretary of the Board of Trade of Montreal was received by the minister:—

THE MONTREAL BOARD OF TRADE,
MONTREAL, April 10, 1907.

Honourable RODOLPHE LEMIEUX,
Minister of Labour,
Ottawa.

SIR,—I have the honour to inform you that at to-day's meeting of the council of this board I was instructed to convey to you its congratulations upon the success which has so early attended the passage of the legislation introduced by you at this session of parliament for the prevention and settlement of strikes and lockouts in mines and industries connected with public utilities.

I have the honour to be, sir,
Your obedient servant,
(Sgd.) GEO. HADRILL,
Secretary.

From a Former Member of a Board.

The following letter from Mr. J. G. O'Donoghue of Toronto, was received by the minister. Mr. O'Donoghue at the date of his letter had acted as a member of the Board of Conciliation and Investigation established to adjust differences between the Grand Trunk Railway Company and its machinists. Mr. O'Donoghue subsequently acted as a member of numerous boards, having been in each case appointed on the nomination of the employees concerned.

TORONTO, ONT., May 21, 1907

Honourable RODOLPHE LEMIEUX,
Minister of Labour,
Ottawa.

DEAR MR. LEMIEUX,—The inclosed article, which I have clipped from the Hamilton *Herald* of May 2 past, may be of interest to you. I sent it to a working who asked my view of the Trades Dispute Investigation Act, 1907. I may say that, so far as I have been able to gather, the leaders of labour heartily endorse the Act. It received a very severe test in the recent machinists' and Grand Trunk Railway Company investigation, but no happier result could have been attained than that which followed the operation of the Act in that case. All parties concerned expressed their satisfaction with the Act, and the representative of the men expressed his pleasure and pride that the machinists were the first to take advantage of the Act. Mr. Charles M. Hays, the general manager of the Grand Trunk Railway, stated that so successful had been the conference it emphasized what had long been his view, namely, that if parties would face each other and discuss their differences, there would be fewer strikes and fewer lockouts.

Faithfully yours,
(Sgd.) J. G. O'DONOGHUE.

(The article mentioned in the letter was a comprehensive statement of Mr. O'Donoghue's views concerning the Act.)

Proceedings of Trades and Labour Congress.

The following resolution is an extract from the report of the executive committee of the Trades and Labour Congress as presented at the annual convention of that body held at Winnipeg, Man., in September, 1907:—

Your executive, after careful consideration, gave its hearty endorsement to the principle of the bill. Organized labour does not want to strike to enforce its demands if the consideration of them can be obtained without recourse to that remedy. The strike has been our last resort, and as the bill contained our rights to strike, but assured the fair hearing of the demands of the workers, there was nothing to do but to give our support to it. Nor is organized labour blind to the fact that in every great industrial struggle the public have a large interest as well in the result as in the means adopted to reach that result. The least the public are entitled to is a knowledge of the merits of the dispute. This knowledge was given to them under the proposal outlined in the bill.

Your executive believe it will be a happy day when every labour dispute can be settled by the parties meeting together in the presence of an impartial tribunal to discuss their differences. Our great difficulty in the past has been that we could not get a hearing. The Act has been tested already in the case of the machinists and the Grand Trunk Railway Company, and no better tribute could be paid to it than the settlement arrived at in that case which has proved to be highly satisfactory to all parties concerned. The arbitration lasted three days, thus meeting the objections of those who, not unnaturally, thought that they delay possible under the bill might be too great to make its provisions of any avail.

* * * * * *

The following resolution was passed by the Trades and Labour Congress assembled in convention :—

Whereas organized labour has from time to time expressed its disapproval of strikes, except as a last resort in industrial disputes, and whereas particularly in disputes in connection with public utilities the public have rights that must be respected and considered, and whereas the Lemieux Bill is designed to avoid strikes and lockouts in connection with industrial disputes in certain public utilities until such time as the merits of the dispute are publicly investigated, and whereas organized labour always courts investigation of its grievances by reason of the justice of its claims, and the desire to be fair, be it resolved that this Trades and Labour Congress of Canada hereby express its approval of the principle of the Lemieux Bill as being in consonance with the oft expressed attitude of organized labour in favour of investigation and conciliation.

* * * * * *

From an American Observer.

The following is an extract from a letter received in the department from Mr. A. M. Houston, Grand Secretary and Treasurer of the Order of Railroad Train Despatchers of America, Des Moines, Iowa, dated June 30, 1907:—

We, of the States watch your Disputes Act with great pleasure and we are in hearty accord therewith, and are confident that it will prove of inestimable value to the labourer, as well as the employer.

For years we have tried to have our law-making body, the congress, pass such an Act, but it was not the proper time, or else we failed in getting it properly before our representatives.

While you may not know it, nevertheless the wage-earners of the States, practically to a man, are averse to strikes; they will abide by most anything rather than resort to a strike, but it is our only defence.

Principles of the Measure Discussed.

The following letter from Mr. Duncan McCormick, K.C., of Montreal, was received by the minister. Mr. McCormick acted as a member of the Board of Conciliation and Investigation established to adjust differences between the Montreal Cotton Company and its employees during the month of September, 1907, having been appointed to the board on the recommendation of the company. This dispute, it will be remembered, related to a [illegible] coming expressly within the operation of the Act, and included under its provisions only by virtue of the consent of both parties concerned. The result of the inquiry before the board was the conclusion of an agreement on all points of difference.

Alliance Building, 107 St. James Street,
Montreal, October 17, 1907.

Dear Sir,—The dispute between the Montreal Cotton Company and their employees having been successfully terminated by means of the legislative medium placed at public disposal by the Parliamentary Act, with which your name is now so intimately associated, it may possibly interest you to know to what extent I was personally impressed, in a general way, as a member of the Board of Conciliation and Investigation with the working and practicability of the said instrument.

Speaking briefly, and without entering into any technicality or detail, the most valuable feature of the scheme, to my mind, is the spirit of fairness and of reasonableness to both parties in which it has been conceived.

'Freedom with order, and unalterable respect for law along with indelible respect for individual right,' is, as Mr. John Morley writes in his essay 'On Compromise,' of the very essence of ideal justice in a state where the controlling power is democratic. And as he further remarks in the same connection, 'the right of thinking freely and acting independently, of using our minds without excessive awe of authority, is now a finally accepted principle, in some sense or other, with every school of thought that has the smallest chance of commanding the future.'

Some such train of thought must seemingly have inspired the conception of 'The Industrial Disputes Investigation Act,' and the striking success of the principle, so far, in the realm of utility, is a significant tribute to the wisdom and insight of this distinguished thinker and statesman.

Without any hard and fast code of judicial procedure, the Act provides a platform for broad and unfettered discussion, where each party feels a freedom of individuality that, in itself, tends to conciliation, and to the creation of a mental atmosphere that inevitably makes for good will and mutual understanding. Strange as at first sight, it may appear, the very elasticity of the arrangement, is, in my opinion, the secret and warranty of its success.

In the hands of men temperamentally fitted to adjust disputes, the absence of any arbitrary element in the process of settlement without doubt works out successfully in the direction of amicable agreement.

In conclusion, I have no hesitation in stating my belief that whatever slight modification in detail may become necessary, the measure as a whole, is one that will prove effective and well adapted to the elimination of friction between capital and labour in the future industrial development of the country.

Complimenting you on the authorship of such a beneficent piece of legislation.

I am, yours sincerely,

(Sgd.) DUNCAN McCORMICK.

Hon. Rodolphe Lemieux,
Minister of Labour,
Ottawa.

A Workman's View.

The following letter was received in the department from Mr. E. Rogers, Ottawa, Chairman of the Joint Board of Carmen, to the Department of Labour. Mr. Rogers was an applicant for a Board of Conciliation and Investigation established in January, 1908, to adjust differences between the Grand Trunk Railway Company and its carmen. The result of the inquiry before the board was the conclusion of an agreement on all points of difference.

160 Cambridge St., Ottawa, Ont.

February 28, 1908.

Dear Sir,—In answer to your inquiry in regard to the Act I believe from past experience as chairman of the local board that the Act brings about reasonable consideration between the company and employees, that the employees otherwise could not reach such unity between companies and employees, and I further believe that a more complete and substantial decision could be brought about by five men in place of three—two chosen by the company and two chosen by the employees, and the chairman by the board of the four, as now by the two.

Hoping this may benefit the Act, of which I am in favour.

Yours truly,

E. ROGERS,
C.J.B. of A.

Opinion from a Western Labour Leader.

The following letter was received by the Minister from Mr. F. H. Sherman, President of District No. 18, United Mine Workers of America, the district including the bulk of the coal mines of Alberta and eastern British Columbia. Mr. Sherman had been a member of various boards, being in each case appointed on the recommendation of the employees and is a leading figure among the workingmen of western Canada.

Minot, near Taber, Alta. Dec. 16, 1907.

The Hon. the Minister of Labour,
Ottawa.

Dear Sir,—I am pleased to report to your department the satisfactory settlement of the disputes between the Canada West Coal Company, the Domestic Coal Company, and the Duggan Huntrods & Co., of Taber, Alta. This result is due to the Boards of Conciliation and Investigation appointed by you under the Industrial Disputes Investigation Act, 1907. Agreements were signed by the respective parties on December 6 and 7. These agreements give the workmen improved conditions of employment and increases of wages varying from 5 to 17½ per cent. I am convinced that the operation of the Industrial Disputes Investigation Act coupled with the tact of His Honour Judge Stuart of Calgary, as chairman of the several boards, averted a serious strike. The operation of this Act exerts a wise restraint upon both parties to a dispute and enables both parties to reflect upon the situation. For your information I beg to submit my

opinion as to what should be done to make the Act more effective. (Here follows an outline of proposed amendments to the Act.) * * * * *

I leave for Strathcona to-night and hope, with the assistance of the board, to be able to effect a satisfactory settlement.

With best wishes,

I remain, yours respectfully,

(Sgd.) F. H. SHERMAN,
Pres. District No. 18, U.M.W. of A.

Opinions from former Chairmen of Boards.

Following is the conclusion of a letter received in the department from Mr. George S. Montgomery, Edmonton, Alta., to the minister. Mr. Montgomery acted as chairman of the Board of Conciliation and Investigation established to adjust differences between the Alberta Coal Mining Company and its employees, established in December, 1907. Mr. Montgomery was appointed on the joint recommendation of the members of the board previously appointed. As the letter intimates, the result of the inquiry before the board was the conclusion of an agreement on all points of difference.

Alberta Coal Mining Co., Ltd.
Edmonton, Alta., Dec. 23, 1907.

* * * * Whilst the board was not called upon to investigate fully the matters between these parties there is no question but that the mere fact of the board having been appointed by the government, and being in sssion, had the effect of bringing about a reconciliation and a compromise between these parties.

It is the unanimous opinion of the board that the law is successful.

Following is an extract from a letter to the minister from Professor Odlum, of Vancouver, B.C. Professor Odlum acted as chairman of the Board of Conciliation and Investigation established in November, 1907, to adjust a dispute between the Canadian Pacific Railway and the carmen employed on its western lines. Professor Odlum was appointed on the joint recommendation of the two members of the board first appointed. The result of the inquiry before the board was the conclusion of an agreement in all points of difference.

April 22, 1908.

* * * For many years I had studied the labour problems in New Zealand, the Australias, and many other lands. The result was that I was forced to the conclusion that Canada should enter upon a definite and fearless course of similar legislation. To this end, both through the press and on the platform for years I advocated and urged such a plan of action, not only for the sake of labour and capital, but for the good of the public. And when the present Act was passed, under which our board took evidence and adjudicated between the two contending parties, I was delighted, because I clearly perceived the Act to be wise, comprehensive and impartial.

I consider the Lemieux Act, as it is popularly called, to be the foundation upon which a permanent system of legislation can be founded. Most of the adverse criticisms have been of a factious political nature, or have come from extreme men of both elements, the very people the Act is intended to bring into closer relations. Apart from a little elaboration and modification to suit the particular outcome of the several tests to which the Act has been applied, I consider it one of the most workable of the many Acts which I have examined ; and its whole purport and scope are manifestly impartial.

III.—THE CONCILIATION AND LABOUR ACT.

The intervention of the Department of Labour under the Conciliation and Labour Act was requested in one instance during the year covered by the report, in the case, namely, of a strike of the employees at the Richelieu Woollen Mills, at Chambly Canton, Que., in the month of April, where a settlement was effected. The existence on the statutes of the Industrial Disputes Investigation Act, 1907, and the influence and operation of that measure throughout the year no doubt explains in part why the provisions of the earlier legislation were not more frequently involved. In the case of the strike at Chambly Canton, Que., the Industrial Disputes Investigation Act had been in existence but a few days, and the employees being familiar with the machinery under the older Act requested the intervention of the department under its provisions.

The new Act, which is dealt with in a previous chapter of the present report, applies directly, it will be remembered, only to mines and public utility industries, though both parties to a dispute in any other industry may agree to refer their differences under its provisions. With one exception, the strikes or lockouts of the year resulted from disputes which had not been referred for settlement in this way. Had the parties to these various disputes seen fit to avail themselves of the machinery of either the new Act or the older conciliation and labour measure, there can be be little doubt that satisfactory agreements could have been effected in a large majority of cases, as they were effected in all but one of the cases coming under the Industrial Disputes Investigation Act.

It was explained in the last annual report that in the revision of the statutes in 1906, the Conciliation Act of 1900 and the Railway Labour Disputes Act of 1903 had been amalgamated under the title of the Conciliation and Labour Act. It will therefore be proper to refer here to any dispute during the year which would have been originally included in a discussion of the Railway Labour Disputes Act. Fortunately, there were no strikes or lockouts during the year in any leading branch of railway industry, though there were not less than eight disputes referred for investigation under the terms of the Industrial Disputes Investigation Act, including railway telegraphers, carmen, locomotive engineers, machinists and freight handlers. In the case of the freight handlers, a strike of a few days' duration preceded the reference under the Act and this was the only strike or lockout during the year in any branch of railway work. The freight handlers were those employed at Halifax by the Intercolonial Railway of Canada. The terms of the Industrial Disputes Investigation Act provide that in the case of railway disputes the dispute 'may be referred for the purpose of conciliation and investigation under the provisions concerning railway disputes in the Conciliation and Labour Act.' This provision was inserted because of representations from representatives of a number of railway employees to the effect that the machinery of the former Act was more convenient and expeditious, though it was not admitted that this was actually the case. The freight handlers' dispute was referred accordingly under the provisions indicated of the Conciliation and Labour Act. In the case of each of the remaining disputes in which railway employees were concerned

the reference was under the terms of the new Act. In all the cases referred, satisfactory settlements were effected, reports of which will be found in the portion of the report devoted to the Industrial Disputes Investigation Act.

Excepting all reference to disputes referred under the Industrial Disputes Investigation Act, the friendly intervention of the Department of Labour had at the close of the fiscal year 1906-7, been requested on 42 occasions since the passing of the Conciliation Act in July, 1900. The number does not, of course, include an important settlement effected during the year in the case of a strike of textile workers at Valleyfield, Que., where the dispute was referred under the terms of the Industrial Disputes Investigation Act, though the good offices of the department had been requested and given in explaining the Act and generally promoting the arrangement. The following summary indicates by years the number of interventions under the Conciliation Act from the time of its enactment in 1900:—

1900-1	5
1901-2	11
1902-3	13
1903-4	4
1904-5	1
1905-6	5
1906-7	2
1907-8	1
	42

The following is a statement of the circumstances attending the intervention of the department in the case of the Richelieu Woollen Mills.

SETTLEMENT OF STRIKE AT RICHELIEU WOOLLEN MILLS UNDER THE CONCILIATION ACT.

A majority of the employees of the woollen mills of S. T. Willett, of Chambly Canton, Que., known as the Richelieu Mills, went out on strike on Monday, April 1. Next day the following telegram was received by the Minister of Labour from Mr. L. A. Girard, Grand Secretary of the Federation of Textile Workers of Canada :—

(Translation.)

The employees of the Willett Manufactory, Chambly Canton, ceased work today. Situation serious. Employees ask intervention or arbitration by the government.

A letter dated March 29, received on Monday, April 1, by the minister from Mr. Girard stated that a branch of the organization of Textile Workers of Canada had recently been established at Chambly Canton, that one of the employees, who had been 23 years in the employ of the firm, had been elected president of the local branch of the union and had been dismissed from its employ by the firm, and that, as a consequence, the employees had determined to ask for the reinstatement of this employee, in default of which a strike would be declared. Mr. Girard further stated that he had gone to Chambly Canton on March 23 and had written Mr. Willett under date of March 23, asking a short interview, but that no reply had been received during the two days that followed. He had, nevertheless, done his utmost to allay the friction arising out of the situation, and the dismissed employee, in the interests of peace,

had, he stated, sought work elsewhere. The employees had continued at work and remained well disposed. Mr. Girard further stated that on Wednesday, March 27, a widow who had been in the employ of the firm for six years, was dismissed because she had accepted a place in the Committee of Management of the Local Union. Mr. Girard added that the population of Chambly Canton was somewhat excited, and that a meeting would be held on the evening of Saturday March 30, to discuss the situation, and asked the aid of the department in securing an adjustment of the dispute.

Before, however, the department could take any steps in the matter, the telegram referred to above had been recived, announcing that the employees had ceased work and asking the intervention of the department.

Intervention of the Department.

In reply the Minister of Labour sent the following dispatch to Mr. Girard:—

(Translation.)

I have received your letter and your telegram. I am instructing Mr. DuBreuil of this department to prepare a detailed report on the situation. He will leave Ottawa to-morrow morning and will be in Chambly to-morrow evening.

On April 3, the minister sent the following communication to Mr. S. T. Willett and a similar communication to Mr. Girard:—

DEAR SIR,—The employees of your manufactory, who have recently left their employment owing to some difficulties with their employers, have requested the intervention of the government in these difficulties. In compliance with their request I have directed Mr. Victor DuBreuil, one of the officers of the Department of Labour, to proceed at once to Chambly Canton, confer with the parties and report at once on the circumstances.

It is possible that while in Chambly Canton, Mr. DuBreuil may be of some assistance in enabling the parties to effect an amicable settlement of the differences between them. Should you feel that Mr. DuBreuil can be of service in this regard I am sure that he will be only too pleased to do what he can in the matter.

Yours faithfully,

(Signed) RODOLPHE LEMIEUX.
Minister of Labour

S. T. WILLETT, Esq.,
Manufacturer,
Chambly Canton, Que.

Mr. DuBreuil reached Chambly Canton on the evening of April 3, and on proffering the good offices of the Department of Labour, found both parties to the pending dispute willing that he should lend the same to effect a settlement by conciliation. Mr. DuBreuil presented to the firm the statement of grievances which had been prepared by the employees, but the firm declined to consider any increase in wages.

There was no stipulation as to a change in the hours of labour in the factory, which are similar to those of like concerns in the province of Quebec, viz.: from 6.45 a.m. to 12 noon and 12.30 to 6 p.m. on Monday, Tuesday, Wednesday, Thursday and Friday, and from 6.45 a.m. to 1 p.m. on Saturday, a total of 60 hours per week. Upon Mr. DuBreuil's representations, however, the firm agreed to take back the woman who had been dismissed, and the president of the Local Union, whose dismissal had been

the first occasion of the existing friction, having announced that he did not desire to return to the employment of the firm, these two items in the list of grievances disappeared. It may be added that Mr. Willett, in conversation with the representative of the department, stated that certain repairs and improvements required on the premises, which were also the subject of grievance, were being properly carried out. Mr. DuBreuil endeavoured to effect a settlement on the basis of referring the question of wages to arbitration, but Mr. Willett was unwilling to consent to this. The employees, nevertheless, promised on Saturday, April 6, to return to work on the following Monday morning, though when this promise was made, they appear to have been under the misapprehension that the question of wages was to be referred to arbitration.

Settlement Negotiations.

In view of the protracted character of the negotiations, it was decided to send a second representative of the department to Chambly to assist in the work of conciliation, and the secretary of the department, Mr. F. A. Acland, left Ottawa for Chambly on Sunday afternoon, April 7, reaching the town on Monday, April 8.

In accordance with the understanding reached on Saturday, the employees had gone in a body to work on Monday morning, April 8, at 6.45 o'clock. There were at this time 86 employees on strike, male and female, while from 50 to 60 were still working regularly in the mill. The superintendent was willing to receive back to their former positions all but four of the former employees. It was stated that the places of these employees had been filled by others during the suspension of work, and that it was not possible to restore them, for the present at least, to their former positions or to give them any work. Hereupon, the whole of the employees formerly on strike, with the exception of two individuals, again ceased work, and the strike was renewed.

The officers of the department continued the work of conciliation, meeting the committee of the strikers during the morning and obtaining from them the following statement of their willingness to return to work, pending arbitration on the question of wages, all other points in the list of grievances having been either settled or waived:

(Translation.)

We, the undersigned members of the committee of employees of the S. T. Willett Manufactory, now on strike, undertake to submit our demands to a Board of Arbitration appointed as follows :—

One arbitrator to be named by the firm and one by ourselves and these two to select a third to complete the board, whose decision shall be final

We undertake to return to work pending the decision of the arbitrators, and we promise to do nothing to interfere with the regular operation of the factory. Further, we will abide, without restriction, by the decision rendered by the arbitrators.

For the committee

Witnesses. . . . . .

. . . . . .

Mr. Acland, the secretary of the department, waited upon Mr. Willett with the proposition of the committee of the striking employees, but was unable to secure Mr. Willett's consent to submit the question of wages to arbitration. Mr. Willett claimed that his mill had been operating without any profit for three years past, and that it was

quite impossible to make any promise of increased wages. The schedule which had been placed before him he pointed out, in many cases asked an advance of 50 per cent and even more, on the wages at present paid. The mill had been in operation for over 60 years, and this was the first occasion, he stated, in which there had been any trouble between the firm and its employees. Mr. Willett attributed the cause of the dispute to the introduction of unionism among the employees.

That there might be no doubt as to the precise position of the firm with regard to the question of arbitrating the demands for increased wages, the secretary of the department addressed the following letter to Mr. Willett on this point, viz.:—

CHAMBLY CANTON, QUE., April 8, 1907.

GENTLEMEN,—I have been instructed by the Honourable the Minister of Labour to report to him concerning the dispute at present existing between your firm and a number of its employees, in consequence of which certain of the latter are at the present time on strike, and to offer the good offices of the Department of Labour in connection with the same.

Your firm on the one hand and the employees on the other, have expressed their willingness to accept the offices of the department and in pursuance of my instructions from the minister to endeavour in such a case to procure a better understanding between the disputing parties, I have the honour to inclose to you a copy of an undertaking on the part of the employees now on strike to submit the matter in dispute to a board of arbitration to be selected as therein set forth, the employees further undertaking, in the event of your firm agreeing to refer such dispute to arbitration, to return to work immediately and to abide without restriction by the terms of the award of the arbitrators.

Will you kindly inform me at your earliest convenience whether you are willing to have the dispute in question referred to arbitration as herein proposed ; or, if you are unable to accede to this proposition, will you kindly make any suggestion which would in your opinion facilitate a settlement of the dispute.

I am, gentlemen,
Your obedient servant,

F. A. ACLAND,
Secretary Department of Labour.

To this communication the following reply was received from Mr. Willett, viz:—

RICHELIEU WOOLLEN MILLS,
CHAMBLY CANTON, QUE., April 9, 1907.

F. A. ACLAND, Esq.,
Secretary Department of Labour.

DEAR SIR,—I am in receipt of your letter of the 8th inst., and regret that I cannot see any way to changing my views as explained to you yesterday.

Yours respectfully,

S. T. WILLETT.

Mr. Wilfrid Paquette, General President of the Federation of Textile Workers of Canada, came to Chambly from Montreal on Monday evening of April 8, and speeches were delivered by him and General Secretary Girard and others, at a mass meeting of the employees held on that evening in the town hall. The officers of the

department also spoke, explaining the situation of affairs. On Tuesday at noon, Mr. Acland again waited upon Mr. Willett, and took up the matter of the firm restoring to their former positions the four employees whose places were on Monday morning stated to have been filled, leaving in abeyance the question of wages for the present.

As a result of this interview, the company agreed that three of the four employees in question should be restored to their positions on the following Monday. The fourth employee, it was stated, was not a regular mill hand, but a teamster who had been given work in the mill a few months ago, and who would no doubt be engaged in his occupation on the opening of the canal. With regard to this particular employee, it was promised that he should be given work in their factory as soon as a suitable place could be found for him, should he desire it. The firm also promised that there should be no discrimination against any of the employees who had been on strike, in the event of their returning to work, but represented that it would be improper for the employees to continue to wear strike badges after the strike had been settled, and particularly to wear such badges in the precincts of the factory. The firm asked that it should be understood that unionism should not be discussed by members of the union on the premises of the firm.

With regard to the question of wages, Messrs. Willett would not undertake to change their attitude as previously expressed, but pointed out that any individual in their employ was always free to prefer to the foreman of his department a request for increased wages.

Another meeting of the striking employees was called for the evening of Tuesday, and the officers of the department explained the result of their interview with the firm and outlined a basis of settlement which seemed most expedient in view of all circumstances. They subsequently withdrew and awaited the decision of the meeting. At 11 o'clock word was received that the employees would return to work on the following morning, and the secretary of the department waited upon Mr. S. T. Willett at 11.30 p.m. at his house and informed him to that effect. On the morning of Wednesday, April 10, the whole of the employees, with the one exception named, returned to work and were restored to their former positions. Later in the day it was agreed by the firm that the services of the special detective officers who had been engaged to care for the premises of the firm during the strike should be immediately dispensed with, it appearing that they were no longer necessary and that their presence might have an irritating effect upon the employees should it be continued longer than was unavoidable. The detectives left the town by the afternoon train.

On the morning of April 10 the Minister of Labour received the following telegram from Mr. Girard, Secretary of the Federation of Textile Workers:—

(Translation.)

Strike at Chambly Canton terminated to satisfaction of both parties. Workmen return you sincere thanks for your assistance and sympathy.

TABLE SHOWING INTERVENTION OF DEPARTMENT OF LABOUR IN THE SETTLEMENT OF INDUSTRIAL DISPUTES, UNDER CONCILIATION ACT, 1900, DURING THE YEAR ENDED MARCH 31, 1908.

Locality.	Trades or Industries affected.	Cause of Dispute.	Numbers affected.	Date of commencement of strike or lock-out.	Date of intervention of department.	Date of settlement effected.	Disposition.
				1907.	1907.	1907.	
Chambly Canton, Quebec.	Woollen mills.....	Demand for increase in wages and other changes.	86	April 1. ..	April 3.....	April 10....	Operatives returned to work at same wages, satisfied with other concessions granted.

IV.—ORIENTAL IMMIGRATION.—A. NATURE AND EXTENT OF DISTURBANCE AT VANCOUVER IN SEPTEMBER, 1907.

During the year under review the question of Oriental immigration was somewhat abruptly forced on the attention of the people of Canada, and the Department of Labour was called upon to undertake in consequence a number of important missions and inquiries.

It will be remembered that prior to the past year the only portion of the population of the Orient concerning which the Dominion had any express regulations other than those applying to immigrants generally was that of China, in which case a tax of $500 per head had been levied since 1904 and of $100 per head since 1900, although in the case of Japan also, it had been understood by Canada in 1900, that the Japanese authorities would from that date prevent the emigration to Canada reaching a figure of importance; and as a matter of fact, Japanese immigration to Canada during the few years following 1900 was of comparatively trifling extent. In the case of India, the third great division of the Oriental world, there had been prior to 1907, little or no immigration, and no reason for special regulations of any kind had existed.

The effect of the new migratory movement on the part of the Oriental races, which has attracted unusual attention during the last few years, was first felt on this continent on the Pacific coast on either side of the boundary line. The milder climate of these regions has always tempted the Oriental immigrant to confine his wanderings largely to the states or provinces washed by the western ocean. At the close of the Russo-Japanese war a sudden increase of immigration to the United States, and a demand on the part of the Japanese residents of California for equality of treatment with Americans as to the education of their children, stimulated public interest, converting it even, in some instances, into anxiety, and caused prolonged and elaborate negotiations between the governments of the two countries. With regard to the attitude of the United States respecting the immigration of other Oriental races, it may be pointed out that Chinese immigration to the United States was prohibited, while a considerable number of Hindus had lately found their way across the Pacific to the American seaboard states.

The influence of the migratory movement was felt also in Canada. In our own case the burden of the immigration had to be borne by the province of British Columbia. What this means will be better realised by contrasting the almost fabulously huge population of the Orient with the thin line of white men representing Christian civilization on the Pacific coast of Canada. In the Orient are eight hundred millions of people; in British Columbia are two hundred thousand, with already nearly as many Orientals as whites among the adults, most of the latter consisting of Chinese who came into the country before the increase of the head tax.

Turning to the actual figures of the Oriental immigration for the last few years, it is found that the total Japanese population of Canada in 1901 was 4,674, practically all of which was in British Columbia. By the beginning of 1907, the Japanese were

estimated to have increased to 7,500. During 1907 the immigration greatly increased, and for the ten months ending with October, totalled 4,429, exclusive of those who went through a Canadian port to the United States; of this number, however, it was subsequently found that considerably more than one-half came from Hawaii and not from Japan.

The figures in the case of the Hindus are less remarkable, until it is remembered that immigration to Canada from India was practically an unknown quantity until the year 1906. During the fiscal year ending June 30, 1906, 387 persons had emigrated to Canada from India, as against 45 for the preceding year. In the following year the figures assumed the greatly larger proportion of 2,124, and continued at a slightly larger rate during 1907-8.

The $500 head tax of 1904 kept immigration from China to a nominal figure for several years, the total number paying the tax from January 1, 1904, when the tax came into operation, until June 30, 1907, being 121. During the year following, however, these figures increased to a remarkable degree and for the nine months ending March 31, 1908, the immigration reached the relatively large figure of 1,482. There was an equally notable increase in the figures of immigrants coming from Japan, and, for the first time, representatives of the people of the East Indies were conspicuous figures on the streets of the cities and towns of British Columbia. The number of newcomers from these countries, though insignificant compared with the teeming populations of the Eastern world, was relatively large, and it is not perhaps surprising that a situation developed which may not unfairly be described as 'panicky.'

THE DISTURBANCE AT VANCOUVER, B.C.

The inter-racial friction came to a head first in the United States, about the beginning of September when at the city of Bellingham in the State of Washington, not far from the Canadian border, there occurred an outbreak against Hindu labourers, who had been beaten and driven out of the city. The agitation and excitement arising out of the incident across the border, being accentuated by the then still increasing Oriental immigration into British Columbia, led to a serious disturbance in the city of Vancouver on September 7 and the few days immediately following, in the course of which the Japanese and Chinese residents of that city sustained serious damages to their property and business interests. Telegrams relating to the disturbance and to the underlying cause were immediately interchanged between the Prime Minister of Canada and the mayor of Vancouver, while formal expressions of regret were telegraphed from the premier to the British Ambassador at Tokyo; also Mr. W. D. Scott, Superintendent of Immigration, was dispatched by the Dominion government to inquire into the whole situation.

The Trades and Labour Congress of Canada, being in session at the time at Winnipeg, telegraphed to the Prime Minister a resolution expressing the views of the congress on the subject of Oriental immigration and urging that immediate steps should be taken to restrict Japanese immigration to a nominal figure, to which Sir Wilfrid Laurier replied deprecating precipitate action but promising a careful inquiry into the whole matter.

In the meantime, numerous claims were presented to the Dominion government on behalf of the Japanese and Chinese residents of Vancouver on account of damages

and losses sustained by reason of the disturbance of September 7, and on October 12, Mr. W. L. Mackenzie King, C.M.G., Deputy Minister of Labour, was by order in council appointed a commissioner to conduct an inquiry into the losses sustained by the Japanese population. The inquiry was proceeded with immediately and resulted in the adjustment and settlement of the various claims presented to the commission at the figure of $9,036.

THE MINISTER'S MISSION TO JAPAN.

A further important step was taken on September 13, when the Honourable Rodolphe Lemieux, Minister of Labour, was appointed a special envoy to Japan to discuss with the Japanese authorities the question of emigration from Japan to Canada. The Minister of Labour, accompanied by Mr. Joseph Pope, C.M.G., Under Secretary of State, sailed from Vancouver, for Tokyo on October 30, held the necessary conferences with the Japanese authorities and arrived back in Ottawa on January 10, 1908, having succeeded in making an arrangement for the voluntary restriction by Japan of immigration from that country to Canada which was accepted by the Dominion government and was explained to parliament by the minister in a speech before the House of Commons on January 21. The effect of the agreement was to assure such a restriction of immigration from Japan as would remove all reason for apprehension on that score.

THE DEPUTY MINISTER'S FURTHER COMMISSIONS.

The Deputy Minister of Labour having in the meantime concluded his investigation into the losses and damages sustained by the Japanese people of Vancouver, was on November 5, while yet in Vancouver, appointed a commissioner to inquire into the methods by which Oriental labourers have been induced to emigrate to Canada. This inquiry, which resulted in bringing to light important information with respect to the whole question of Oriental immigration, extended from November 11 to November 30, and an extended report on the subject from the deputy minister was laid before the House of Commons on January 30, 1908.

On March 2, the Deputy Minister of Labour was again appointed a commissioner to proceed to Great Britain and confer with members of the British government on the subject of immigration of East Indians to Canada. Mr. King sailed for England on March 6, and during the next few weeks met and discussed the subject of his mission with those members of the British government specially concerned, namely, Lord Elgin, Secretary fo the Colonies, Mr. John Morley (now Lord Morley), Secretary for India, and Sir Edward Grey, Foreign Secretary, with the result that it was found possible to reach an understanding concerning immigration from India not less satisfactory than that which had been effected in the case of Japan.

One further inquiry remained to be undertaken in connection with the disturbance of September 7, that, namely, with reference to damages and losses sustained by the Chinese population, and on March 7, 1908, the Deputy Minister of Labour was by order in council appointed a commissioner to inuire into the same. Mr. Mackenzie King was at the time of his appointment on his way to Great Britain in connection with his mission concerning immigration to Canada from the East Indies, and did not of course return to Canada in time to hold the inquiry during the fiscal year. It may be stated,

however, that Mr. King proceeded with the inquiry on May 25 and concluded it on June 13, the claims being settled at $25,990.

Owing to the deputy minister being closely occupied with subsequent missions and investigations bearing on the question of Oriental immigration, it was not found possible to prepare the detailed report to the minister of the inquiry into the Japanese losses at Vancouver before the close of the fiscal year and the commissioner's report is not therefore included in the present volume.

V.—ORIENTAL IMMIGRATION.—B. MISSION OF MINISTER OF LABOUR TO JAPAN TO CONFER WITH JAPANESE AUTHORITIES ON THE SUBJECT OF EMIGRATION TO CANADA FROM JAPAN.

On October 13, the following order in council was approved by His Excellency the Governor General appointing the Honourable the Minister of Labour a special envoy to His Majesty the Emperor of Japan, with reference to the question of immigration from Japan to Canada:—

> The Right Honourable Sir Wilfrid Laurier recommends that, in view of the recent unfortunate occurrences, which have taken place in British Columbia, as a result of the largely increased influx of Oriental labourers into that province, and in view of the fact that there has been a Treaty of Peace and Commerce between His Majesty the King and the Emperor of Japan since the year 1894, and that Canada became a party to that treaty less than two years ago, the Honourable Rodolphe Lemieux, Postmaster General and Minister of Labour, do proceed immediately to Japan to discuss the situation with His Majesty's Ambassador at Tokio and the Japanese authorities, with the object, by friendly means, of preventing the recurrence of such causes as might disturb the happy relations which have, under the said treaty, existed between the subjects of His Majesty the King, in Canada and elsewhere, and the subjects of His Majesty the Emperor of Japan.

The Minister of Labour, who was accompanied by Mr. Joseph Pope, C.M.G., Under Secretary of State, left Montreal for Vancouver on the evening of October 23, and sailed for Japan on the steamer Empress of China, on October 30, arriving at Tokio on November 13.

The Minister of Labour and the Under Secretary of State arrived back at Ottawa on January 10, and the arrangement made by the minister for the restriction of Japanese immigration to Canada having been accepted by the Dominion government, the minister made a statement before the House of Commons on Monday, January 21, with regard to the negotiations and their outcome.

MINISTER'S REPORT TO CANADA.

The minister first read the order in council of October 12, relating to his appointment, as given above.

The minister referred then to the commission of 1884, appointed to inquire into the question of Oriental immigration, and to the head tax of $50 imposed in 1885 by the government of the day, as a result of the recommendations of that commission, on the Chinese entering Canada. This tax was doubled in 1900, and in the same year, since the agitation against Asiatic labour continued, a second commission was appointed, which recommended as follows: —

> Your commissioners are of opinion that the further immigration of Chinese labourers into Canada ought to be prohibited ;
>
> That the most desirable and effective means of attaining this end is by treaty supported by suitable legislation ;
>
> That in the meantime, and until this can be obtained, the capitation tax should be raised to $500.

As a result of these recommendations, the capitation tax was increased to $500.

With regard to Japanese immigration to Canada, the minister stated that there was no doubt there existed, at the time the inquiry under the second commission was in progress (1900), a tacit understanding between the Japanese authorities and the Dominion government that the flow of immigration from Japan would be regulated by the governors of the several prefectures so as not to exceed a reasonable figure. The minister touched briefly on the political and social revolutions which had marked the progress of Japan in recent years, and then considered the relations of Canada to the treaty of 1894 between Great Britain and Japan. The correspondence relating to the tacit understanding said by the minister to exist with Japan concerning the regulation of Japanese immigration to Canada was then dealt with at considerable length. Coming to the negotiations on the present occasion, the minister stated that he reached Tokio on November 14, and immediately called at the British Embassy. The British Ambassador, Sir Claude Macdonald, had been directed by the Foreign Office in London to present the credentials of the Minister of Labour to His Excellency Count Hayashi, Minister of Foreign Affairs for Japan, which had been done. It was agreed that for negotiations, the two countries should be represented as follows: Japan, by His Excellency Count Hayashi, Minister of Foreign Affairs and Baron Chinda, Vice-Minister of Foreign Affairs, and Mr. Ishii, Director of the Bureau of Commerce; Canada, by His Excellency Sir Claude Macdonald, British Ambassador; the Hon. F. O. Lindley, Secretary of the British Embassy; the Minister of Labour, and Mr. Joseph Pope, Under Secretary of State for Canada. The minister took occasion here to express the obligations of Canada to the British Ambassador at Tokio in connection with these negotiations. The Ambassador had been present at every conference, and had spared no effort to bring the negotiations to a speedy and successful issue. From Mr. Lindley and Mr. Pope, the minister had, he said, all the assistance which a long experience and thorough knowledge of the various points at issue could give. From the Japanese authorities, and more especially from the Minister of Foreign Affairs, the minister had received the most courteous hearing, and had found in Count Hayashi a true friend of Canada and of Great Britain, animated with a sincere desire to reach such an arrangement as would be mutually beneficial and equally honourable to both countries.

OFFICIAL ASSURANCE OF JAPAN.

The minister was not, he said, at liberty to divulge the proceedings at conferences or the contents of documents of a confidential nature, but the written assurance he had received from the Minister of Foreign Affairs for Japan, that Japan would in the future restrict her emigration to Canada, was, he said, the best evidence that the new arrangement is now on a satisfactory and permanent basis. The written assurance in question read as follows:—

Tokio, December 23, 1907.

Monsieur le Ministre,—In reply to your note of even date, I have the honour to state that although the existing treaty between Japan and Canada absolutely guarantees to Japanese subjects full liberty to enter, travel and reside in any part of the Dominion of Canada, yet it is not the intention of the Imperial government to insist upon the complete enjoyment of the rights and privileges guaranteed by those stipulations when that would involve disregard of special conditions which may prevail in Canada from time to time.

Acting in this spirit and having particular regard to circumstances of recent occurrence in British Columbia, the Imperial government have decided to take efficient means to restrict emigration to Canada. In carrying out this purpose, the Imperial government, in pursuance of the policy above stated, will give careful consideration to local conditions prevailing in Canada, with a view to meeting the desires of the government of the Dominion as far as is compatible with the spirit of the treaty and the dignity of the state.

Although, as stated in the note under reply, it was not possible for me to acquiesce in all of the proposals made by you on behalf of the Canadian government, I trust that you will find in the statement herein made, proof of the earnest desire of the Imperial government to promote by every means within their power, the growth and stability of the cordial and mutually beneficial relations which exist between our countries. I venture to believe, also, that this desirable result will be found to have been materially advanced by the full exchange of views which has taken place between us, and it gives me special pleasure to acknowledge the obligation under which I have been placed by your frank and considerate explanations regarding the attitude and wishes of your government.

I avail myself, &c., &c.,

(Sgd.) TADASU HAYASHI.

The Honourable Rodolphe Lemieux,
Postmaster General and Minister of Labour for Canada,
Tokio.

The minister stated his view that in this letter the Minister of Foreign Affairs for Japan gave Canada the official assurance that the Imperial government had decided to take efficient means to restrict emigration from Japan. During the conferences on the subject, a series of most stringent regulations, accompanied by instructions addressed to the local governors and to the consuls of Canada, had been adopted. The minister assured the House that the British Ambassador and himself were satisfied that these regulations were sufficient for the purpose, and that they would be honestly enforced by the Foreign Office at Tokio. As a result of the negotiations, the minister stated, all emigration of contract labourers, artisans included, is now prohibited—unless they come at the request of the Canadian government. This meant, the minister explained, that hereafter such companies as the Canadian Nippon Supply Company would be unable to co-operate with the emigration companies of Japan in sending labour under contract to this country. *Bona fide* students, merchants and tourists from Japan would, as before, continue to enjoy freedom of entrance into the Dominion.

EMIGRATION FROM HAWAII.

As regards immigration from Hawaii, the minister stated, the question was settled. The Japanese government admitted they had no jurisdiction and no control over emigrants from Honolulu to Canada, but the Alien Labour Act of Canada provided against the importation of contract labour from the United States. Hawaii was an American possession, and therefore the Act applied. If its provisions were not found sufficient to meet all requirements, they could be amended accordingly. It ought not to be necessary, the minister explained, to amend the Alien Labour Act in view of a recent order in council prohibiting immigrants from landing or coming into Canada unless they come from the country of their birth or citizenship by a continuous journey and on through tickets purchased before leaving the country of

their birth or citizenship. This regulation applies to Atlantic and Pacific ports, and indiscriminately to all countries. The order in council would prevent Hindus coming from Hong-Kong and Shanghai to Canada, or Japanese coming from the Hawaiian Islands to Canada. With the avenue from Japan carefully regulated and the avenue from Hawaii completely closed, the minister could, he said, announce that all features of the question of Oriental immigration that could give rise to future trouble had been eliminated. Concerning the propaganda of certain immigration companies operating in Japan, the Minister of Foreign Affairs for Japan had informed him officially at his last interview, and had authorized him to state before the Canadian parliament, that he (Count Hayashi) had practically suppressed emigration companies in Japan. There were seventeen of these companies. The deposit required by the government had been increased so much that three only of them had been able to continue. Count Hayashi had stated to a deputation of shareholders of those companies that in future as between high diplomatic interests and those of emigrants, the latter would yield. The Count had further stated to the minister that the three emigration companies remaining in Japan were especially subsidized to invite emigrants not to the United States and Canada, but to Manchuria and Korea, and in future they would be prevented by special regulations from carrying on any work of emigration to Canada and the United States.

The dignified assurance given by Count Hayashi on behalf of his government, was, said the minister, a solemn engagement which Canada is bound to accept in good faith. The fact that it was given of her own free will made it the more binding to Japan.

The question of Oriental immigration to Canada was further debated on Monday, January 28, on an amendment to a motion to go into supply.

OFFICIAL STATEMENT BY COUNT HAYASHI TO THE JAPANESE DIET.

Cable despatches to the press from Tokio, under date of January 28, state that Count Hayashi, on the preceding evening, replying to interpellations in the Lower House of the Diet, spoke at length on the foreign policy of the government, including negotiations with Canada. He announced that the Canadian question had been definitely settled.

VI.—ORIENTAL IMMIGRATION.—C. INQUIRY UNDER ROYAL COMMISSION BY DEPUTY MINISTER OF LABOUR INTO JAPANESE LOSSES IN ANTI-ASIATIC RIOTS.

On October 12, by order in council, Mr. W. L. Mackenzie King, C.M.G., Deputy Minister of Labour, was appointed a commissioner to conduct an inquiry into the losses and damages sustained by the Japanese population in Vancouver on the occasion of the riots in that city during the month of September, 1907. The order in council read as follows:—

> On a memorandum dated September 27, 1907, from the Secretary of State, representing that he has received a communication from Mr. T. Nosse, Consul-General for Japan, in Canada, stating that he was in receipt of a cable message from the Foreign Minister in Japan calling attention to the damages and losses sustained by the Japanese residents in Vancouver during the riots in the early part of the month of September, 1907, and expressing the hope that in view of the cordial and friendly relations existing between Japan and Canada, the case may be settled at Ottawa independent of the British government and without going through the usual diplomatic channels.
>
> The minister, therefore, recommends that the losses sustained during the recent riots by the Japanese population residing in Vancouver be ascertained with a view to their payment, and that Mr. W. L. Mackenzie King, C.M.G., Deputy Minister of Labour, be appointed a commissioner under the Inquiries Act, chap. 104, of the Revised Statutes, to conduct an inquiry into the losses and damages sustained by the Japanese population in Vancouver on the occasion of the recent riots in that city. The committee submit the same for approval.

The claims made on behalf of the Japanese residents of Vancouver were submitted to the government by Consul-General Nosse; they amounted to nearly $14,000, of which about $2,500 was for broken windows, &c., and the balance chiefly for loss occasioned by the closing of Japanese shops during several business days.

Mr. Mackenzie King left Ottawa for Vancouver on Monday, October 14, arrived at Vancouver on Sunday, October 20, and commenced an inquiry under his commission on Monday, October 21. Mr. F. W. Giddens of the Department of Labour, was appointed secretary and stenographer to the commission, and Mr. Howard G. Duncan, Vancouver, acted as counsel on behalf of the Japanese government. Fifty-seven claims were presented.

In the course of the investigation, information was elicited by the commissioner tending to show elaborately planned methods on the part of employment agencies in Vancouver and in Japan respectively, to secure the immigration to Canada of Japanese labourers. Mr. Duncan, counsel for the Japanese government, objected to Mr. King proceeding with an inquiry along this line, the points involved, he contended, being outside Mr. King's commission. Mr. King stated that the questions involved were of the greatest importance and that it might become necessary to recommend the appointment of a special commission to inquire into them.

On November 8, the following report upon the result of the inquiry, was telegraphed by the commissioner to the Honourable the Secretary of State for Canada:—

Honourable R. W. Scott,
Secretary of State,
Ottawa, Ont.

Claims and estimates presented for losses and damages sustained by Japanese population amounted to $13,576.25. As result of investigation believe $9,036 fair assessment of actual losses. Japanese Consulate has not presented any account for expenses incurred in preparation estimates and claims, or for professional services of counsel who appeared before the commission on behalf of Japanese government. As careful preparation of estimates and claims, and presence of counsel have greatly facilitated the examination, in my opinion Japanese Consulate should be reimbursed amount expended in this connection, and I would, therefore, respectfully recommend that in addition to payment of actual losses and damages sustained by Japanese population at Vancouver, Japanese Consulate be reimbursed the sum of $1,600 expended in preparation of estimates and claims, and be allowed on account of legal expenses the sum of one thousand dollars. I would further recommend that claimants be reimbursed the sum of $139 expended by them in declaring their claims.

(Signed) W. L. MACKENZIE KING,
Commissioner.

An order in council was passed authorizing the payment of the sums recommended in this report, and on November 15, Mr. King transmitted $1,600 to the Japanese Consul, with the following letter:—

Dear Sir,—On behalf of the government of Canada, I beg to inclose a cheque for the sum of $1,000, authorized by order in council and payable to the order of His Imperial Majesty's Consulate at Vancouver, being an allowance of $1,000 on account of legal expenses, and reimbursement to the amount of $600 for amounts expended by the Japanese Consulate in the preparation of estimates and claims of losses and damages sustained by the Japanese population in the recent riots in the city of Vancouver, and the presentation of these claims before the Royal Commission appointed to inquire into the said losses and damages.

The Japanese Consulate at Vancouver has not presented any account for expenses incurred in the preparation of estimates and claims, or for professional services of counsel who appeared before the commission on behalf of the Japanese government. When, as commissioner appointed to inquire into the losses and damages sustained by the Japanese population in Vancouver, I requested you to kindly let me have a statement of the amounts expended by the Japanese Consulate, you intimated in reply that it was not your intention, or the desire of the Japanese Consulate to allow a consideration by the government of Canada of any expenses which the Consulate may have incurred in the preparation and presentation of claims made on behalf of the Japanese population in Vancouver.

As you are aware, the careful preparation of estimates and claims and the presence of counsel, greatly facilitated the inquiry. This of itself, in the opinion of the Dominion government, is a sufficient reason why all such outlays should be fully met. I have, therefore, to express the hope that on further consideration, you will find it possible to accept the inclosed cheque on account of expenses incurred by the Japanese Consulate in this connection.

The government has, by order in council, also authorized payment of the sum of $9,036, on account of losses and damages sustained by the Japanese population in the recent riots, and the reimbursement to claimants of the sum of $139, expended by them in declaring their claims. Cheques in payment of the amounts due the several claimants are at present being made out in accordance with the amount assessed as a result of the inquiry under Royal Commission just con-

cluded. These cheques I hope to be in a position to hand to the several claimants to-morrow.

I am, dear sir,
Very respectfully yours,

(Signed) W. L. MACKENZIE KING,
Commissioner.

M. KISHIRO MORIKAWA,
His Imperial Japanese Majesty's Consul,
Vancouver, B.C.

On November 19, the cheque was returned by the Japanese Consul, with the following letter:—

SIR,—Permit me on behalf of my government to thank you for your letter of the 15th instant, inclosing a cheque of $1,600 as an allowance for expenses, legal and incidental, to my government in connection with the preparation and investigation of claims by Japanese residents for damages to their property in the unfortunate riot of the 7th September. I also thank you for the notification of the allowance of $9,036 and costs of declarin gclaims by the Canadian government for the payment of losses and damages sustained by the Japanese residents in the riot.

I cannot too strongly express the satisfaction and approval of my government in your award and adjustment of the losses and damages sustained by the Japanese residents here, a feeling I am sure, shared by every claimant. If I may be permitted to say anything further of a personal character I would assure you that the great skill, unvarying patience and urbanity which marked your conduct of the commission, has done much to restore the feeling of my countrymen here that the Canadian government and the people of Canada are opposed to every element whose purpose is to defy the ordinary rules of decency in life, and the wider laws which bind nations in friendly accord.

While appreciating the high and honourable motives which have prompted you and your government to send me the cheque for $1,600. I regret that it is impossible for my government to accept a reward for protecting the interests and property of the subjects of Japan. This and this only is my reason for returning to you the cheque for $1,600.

You may assure your government of my grateful acknowledgement of their generous course, a policy which I am sure will make for an increase of good feeing between our peoples.

I have the honr to be, sir,
Your obedient servant,

(Signed) K. MORIKAWA,
H. I. Japanese Majesty's Consul.

W. L. MACKENZIE KING, Esq., C.M.G.,
Canadian Commissioner,
Vancouver, B.C.

VII.—ORIENTAL IMMIGRATION.—D. INQUIRY UNDER ROYAL COMMISSION BY DEPUTY MINISTER OF LABOUR INTO METHODS BY WHICH ORIENTAL LABOURERS HAVE BEEN INDUCED TO COME TO CANADA.

Mr. W. L. Mackenzie King, C.M.G., Deputy Minister of Labour, was appointed, on November 5, a commissioner to conduct an inquiry into the methods by which Oriental labourers have been induced to emigrate to Canada. The order in council, by which the commission was constituted, was as follows:—

> On a memorandum dated November 4, 1907, from the Secretary of State, recommending—in view of the recent unfortunate occurrences which have taken place in British Columbia, as a result of the largely increased influx of Oriental labourers into that province—that Mr. W. L. Mackenzie King, C.M.G., Deputy Minister of Labour, be appointed a commissioner under the Inquiries Act, chapter 104, of the Revised Statutes of Canada, to conduct an inquiry into the methods by which the said Oriental labourers have been induced to emigrate to Canada during the present year.
>
> The committee submit the same for approval.

On November 11, the first session of the commission was held in the City Hall, Vancouver, Mr. F. W. Giddens, of the Department of Labour, acting as secretary of the commission, and Mr. F. Evans, of Vancouver, as stenographer. Mr. Charles Wilson, K.C., was appointed by the provincial government of British Columbia to act as counsel for the province before the commission.

The first two days of the inquiry were spent in examining Chinese immigrants who had just arrived at Vancouver on the Empress of India. In nearly all cases, it was ascertained, the passage money and head tax had been advanced by relatives and friends in Canada, with whom the immigrants intended to work. The immigrants were induced to come by reports of the high wages to be obtained in this country, and many of them stated that they intended to return to China when they had made enough money. No evidence was disclosed pointing to the importation of Chinese by employment agencies. A witness representing a firm of Chinese merchants stated that he had a contract with a canning company, by which he was paid a certain sum for packing each case, in return for which he furnished from 80 to 100 men every year to do the work, paying them not less than $65 per month.

An officer of the Canadian Nippon Supply Company said that his firm had supplied Japanese labourers to the Canadian Pacific Railway Company and the British Columbia General Contract Company. On November 30, at the closing session of the commission, there were produced copies of contracts between the Nippon Supply Company and six corporations, by which the former agreed to furnish a certain number of labourers, receiving in return a specified sum per man, out of which their wages would be paid. The parties to these contracts were the Canadian Pacific Railway Company, the Wellington Colliery Company, the British Columbia General Contract Company, Macdonald, Gzowski & Company, and two sawmill owners.

A few Hindus who were being deported gave evidence at Victoria, B.C., before the commissioner, on November 23. It was alleged that one of their countrymen had collected sums of money from them, saying it was for the purpose of making presents to the customs and immigration officers, who would then let them go. He then instituted habeas corpus proceedings and secured his own release. Under instructions from the commissioner, he was subsequently arrested by the police and arraigned on the charge of obtaining money under false pretences. Many of the Hindus testified that they had been induced to come to Canada through newspaper reports of the country. From other witnesses who appeared later before the commission, it was shown that Dr. Davichand, a native of India, had brought a number of Hindu labourers to Canada, and obtained employment for them, charging them $1 a month for his services.

The inquiry was concluded November 30, the proceedings under the commission being outlined in the *Labour Gazette* for December. Mr. Mackenzie King left Vancouver on December 5, and after paying a short visit to San Francisco, Cala., where he made a brief investigation into he conditions respecting Oriental immigration at that port reached Ottawa on December 17.

THE COMMISSIONER'S REPORT.

The first portion of Mr. King's report of his inquiry under a Royal Commission, dated November 5, 1907, into the methods by which Oriental labourers have been induced to come to Canada within the past year, was laid on the table of the House of Commons on January 20. The report, which consists of 55 printed pages, related exclusively to immigration from Japan, the commissioner intimating in the introduction his intention, for the purpose of furthering an undertaking of the problem involved, to divide the report into three parts, dealing respectively with the immigration from Japan, India and China.

Sittings of the commission were held continuously from November 11 until November 30, during which time there were examined 101 witnesses, including 27 Japanese, 15 Hindus, 35 Chinese and 24 other persons.

The direct examination of the witnesses was conducted by the commissioner, the witnesses being also examined by counsel for the government of British Columbia and counsel for the city of Vancouver, who were accorded the right of questioning all witnesses and of having any persons called whom they desired to have appear before the commission.

The commissioner showed in the first place the extent of the immigration from the beginning of the past year to the end of the month of October. This was set forth effectively in a tabular statement, commenting on which the commissioner remarked, 'It will be seen that during the ten months ending October, 1907, the steamships of the Pacific brought to our shores in all 11,440 Orientals, of whom 8,125 were Japanese, 2,047 Hindus and 1,266 Chinese. These are the totals. They embrace all who were brought, including such as were not allowed to land, some who were subsequently deported, some who were former residents, and those who came via Canada and gained admission later into the United States. These totals are, of course, greatly in excess of the number of actual immigrants and should not be confounded with them.'

The first of the eight chapters of which the report, other than the introduction, consists, was devoted to an explanation of the regulation of emigration in Japan, showing the elaborate system of investigation pursued, whereby the government of the country secures a record of every individual in the empire, and the control exercised over the citizens of Japan with respect to emigration, the effect of which is that without permission from the Foreign Office none can obtain a passport, and without a passport no one can emigrate.

In the second chapter, the commissioner discussed the immigration during years prior to 1907. He showed that the total immigrant Japanese population at the taking of the Dominion census in 1901, was 4,674, of which number 4,515 were in British Columbia. The branches of the Dominion Immigration Department at Vancouver and Victoria were not opened until July, 1904, and there are no statistical records from January, 1901, to July, 1904; there was, however, sufficient ground for believing the number of Japanese immigrants during that period to have been small.

During the fiscal year 1905-6, there were, including new arrivals and returning immigrants, 1,922 immigrants in all, and during the nine months (July to March) of the fiscal year 1906-7, 2,042, of this latter number, 607 came during the months of January to March inclusive, which would leave 1,435 for the last six months of 1906. On this basis, the commissioner expresses his conviction that the total number of Japanese in British Columbia at the beginning of 1907 would have been about 7,500.

In Chapter III., the commissioner discussed the Japanese immigration of 1907, and sets forth the results of his analysis of the arrivals of Japanese at Canadian ports during the ten months ending October, 1907, in a table, showing the sources from whence the immigrants have come and the classes to which they respectively belong, as follows:—

CLASSIFICATION OF JAPANESE ARRIVALS AT CANADIAN PORTS DURING THE TEN MONTHS ENDING OCTOBER, 1907.

Total arrivals, 8,125—	
(i) rejected	77
(ii) admitted to United States	3,619
(iii) remaining in Canada	4,429
(i) from Hawaiian Islands	2,779
(ii) from Mexico	9
(iii) from Japan direct	1,641
(i) under agreements with Tokio Emigration Co.	900
(ii) immigrants to United States rejected by United States officers and allowed to remain in Canada.	151
(iii) persons formerly resident in Canada (approx).	300
(iv) other classes	290
(i) merchants, officers, students and travellers (approx)	100
(ii) relatives or friends of Japanese in Canada, admitted on certificates of Japanese Consul (approx)	190

The commissioner referred in Chapter IV. to the manner in which the Japanese settled in British Columbia are usually occupied, quoting on this point the report of the Royal Commission of 1902 on Oriental Immigration, the point of the quotation being to show that but a very small proportion of the number of men employed on the

C.P.R. in British Columbia at that time consisted of Japanese, not more, in fact, than about 300 out of 5,000 on the whole division. During 1907, the commissioner states, the number of Japanese employed under contract for the C.P.R. was 1,130. 'It is in the employment of Japanese labourers on railway work,' says the commissioner, 'that we find the beginning of what has led to the importation of most of the labourers who have been brought to Canada by the Canadian Nippon Supply Company.' The commissioner explains the methods formerly used by American railways to secure Japanese labour, and refers to Mr. S. Gotoh, the Japanese contractor for labour, who had made agreements to supply labour to various American railways, and had in 1901 secured a connection with the C.P.R. along the same lines, on account of which he opened an office in Vancouver.

ORGANIZATION OF THE CANADIAN NIPPON SUPPLY COMPANY.

Mr. Gotoh found it more difficult to procure Japanese labour in Canada than in the United States. His difficulty in filling the contract with the C.P.R., led to the organization, in December, 1906, of a corporation known as the Canadian Nippon Supply Company. In the testimony given before the commission, by members of the corporation, there was, said the commissioner, 'a curious indifference and lack of knowledge in regard to the nature and extent of its company's transactions on the part of its principal officers, even to their own connection with its affairs. At the same time, it was clear that the purposes of the company were twofold—to furnish labour to companies and contractors on the one hand, which part of the work was to be under the direction of Mr. Gotoh, and to furnish supplies to the labour, which point was to be under Mr. Yoshi's direction.'

Other evidence showed the connection existing between Japanese emigration companies and the Canadian Nippon Supply Company. The commissioner, finding it necessary to examine personally the books and records of the company in question, was given every assistance by Messrs. Yoshi and Gotoh. Mr. Yoshi, before becoming connected with the company, had been Japanese Consul at Vancouver, and the commissioner remarks: 'Both Mr. Yoshi and Mr. Gotoh appear to have carefully considered the probable future of the new venture before Mr. Yoshi's connection with the Japanese Consulate at Vancouver was severed. In particular, they negotiated with different parties as to their willingness to employ Japanese labour, and to make them sole contractors in the event of their finding it possible to furnish this labour under contract in the quantities desired. Through Mr. Gotoh's connection with the Canadian Pacific Railway, the new company once started, had a contract sufficiently large to ensure its continued existence. Negotiations had also been commenced with Mr. James Dunsmuir, the president of the Wellington Colliery Company, for the supply of miners from Japan, and had been so successfully conducted that before its incorporation, the new concern had also the assurance of a contract with that company. There seemed, too, bright prospects of a contract at some future day with the Grand Trunk Railway Company.'

In connection with the last named railway, the following letter was received by Mr. Gotoh from the late E. G. Russell, the then agent of the Grand Trunk Pacific, in the west :—

GRAND TRUNK PACIFIC RAILWAY,
VANCOUVER, B.C., December 10, 1906.

Mr. S. GOTOH,
Japanese,
Vancouver, B.C.

DEAR SIR,—Making reply to your verbal inquiry of recent date upon the subject of Japanese labour for general and railway work in Northern British British Columbia, I would say 5,000 men will undoubtedly be required, should they apply in reasonable numbers, and there is no doubt that all such men can secure a remuneration of $1.50 per day.

There would not be any difficulty in securing 5,000 acres of land in British Columbia for cultivation at not to exceed $12 per acre and upon reasonable terms, but not for speculation.

There could not be any objection to giving an exclusive right to supply Japanese labour required, so far as was legal, so soon as a company demonstrated its ability to perform such an undertaking, and so long as good labour and acceptable citizens in numbers required were furnished, and that you could control their actions as law-abiding people or remove them, and everything was done as required.

Yours truly,

(Signed) E. G. RUSSELL.

COMPANY'S NEGOTIATIONS IN JAPAN.

The commissioner continued: 'Mr. Gotoh's experience in connection with the supplying of Japanese labour has taught him that labour of this class could not be obtained in sufficient quantities in Canada; that if the contracts for which the new company had assurances, as well as those of which it had hopes, were to be carried out, labour would have to be brought to Canada from Japan. What grounds Mr. Yoshi and Mr. Gotoh had for believing that they would be able to secure this labour from Japan in view of the known policy of the Japanese government to restrict the number of emigrants to Canada, is something on which the evidence taken before the commission throws but little light. The facts are that when the Canadian Nippon Supply Company was formed a policy of restriction was in existence. It was the first obstacle the company encountered when it commenced negotiations in Japan for the sending out of labourers to this country. Both Mr. Gotoh and Mr. Yoshi visited Japan after the company was formed, and it was while they were there that a new exception was added to the all but general prohibition which had hitherto prevailed. This exception was that thereafter emigration companies were to be allowed to send labourers under contract to Canada; to appearances, the change was effected at the instance of the emigration companies in Japan.'

'Whether this change was the result of such representations as were made to the Japanese government through the emigration companies, assisted, in so far as they might be of service in that connection, by Mr. Yoshi and Mr. Gotoh; or whether it was the carrying out of a new policy on the part of the Foreign Office in Japan, of which Mr. Yoshi and Mr. Gotoh, or either of them, may have had some knowledge at the time they were negotiating for the supply of Japanese labour in large quantities for with companies in this country, it is impossible to say. There appear to be grounds for either belief. It is scarcely to be credited that two such experienced persons would

have embarked upon an enterprise, the success of which depended upon their being able to secure Japanese labour from Japan, without a very substantial belief in their ability to secure this labour. On the other hand, it is to be remembered that they were not without powerful Canadian interests behind them when they went to Japan, that they had in their possession documents which indicated the need and the desire for Japanese labour in this country, that they were able to afford assurances that for this labour employment would be immediately forthcoming, and that they were in a position to conjure with names which, to the statesmen of Japan, would not be without significance or weight. In justice to Japan, and to the prejudice which has been aroused against her people in some quarters in consequence of the sudden influx of her countrymen in large numbers to Canada, it is not to be forgotten that in the regulations which were issued about April of the present year, the exception permitting emigration companies to send labourers to Canada was made conditional upon the agreements with responsible employers of labour in this country; the *bona fides* of which agreements the Japanese Government required should be certified to by the Consul resident in Canada.' The commissioner narrated at some length, giving numerous extracts from pertinent evidence, the negotiations conducted in Japan by the directors of the Canadian Nippon Supply Company.

An arrangement was concluded with the Tokio Emigration Company whereby the latter company should send out labour into Canada. A branch of the Canadian Nippon Supply Company was opened at Yokohama to facilitate dealings with merchants and others in Japan. All difficulties were finally overcome, and on May 15, 1907, the first shipment of Japanese sent out by the Tokio Emigration Company to the Canadian Nippon Supply Company, left Yokohama by the *Kagi Maru.* The dates of the various consignments, and the number of emigrants in each case is set forth in the report, together with the dates of their arrivals in Canada, and the proportion of labour described as 'common' and that denoted as 'miners.' The number of consignments was 15, and the total number of immigrants comprised in these was 856, of which 135 were classed as miners.

The report contained a carefully classified statement, prepared by the commissioner from documents in the possession of the Canadian Nippon Supply Company, showing the number of labourers in the employ of the company during October, 1907, also the place of residence of these employees immediately prior to their engagement with the company. 'Now from the above classification it will be seen,' says the commissioner, 'that the Canadian Nippon Supply Company was supplying under contract, at the end of the month of October, 1,468 labourers, most of whom were employed on the Canadiaan Pacific Railway. 871 of these labourers had come out direct from Japan, being the number of those sent out by the Tokio Emigration Company to whom employment had been given up to the 23rd of the month; 139 were from the number of those Japanese who came to Canada from Hawaii, 6 were from the United States, 156 had been residents of Canada. Of 296, the former place of residence was unknown.

NIPPON SUPPLY COMPANY'S CONTRACTS.

The contract which Mr. Gotoh had made to supply labour to the Canadian Pacific Railway Company was transferred to the Canadian Nippon Supply Company on the formation of that corporation. On June, 1907, a new agreement was executed between

the Canadian Pacific Railway Company and the Nippon Supply Company which was for five years, to June 1, 1912. 'The methods of the Canadian Nippon Supply Company in handling labourers are described at considerable length in the report, the commissioner declaring that with the labourers in its employ the company appears to have been fair and just, and the charges made for its services, all things considered, appear to have been entirely reasonable.' With the exception of the rates of wages specified it was, so Mr. Gotoh explained, the same to all intents and purposes as previous contracts. The wages to be paid under the new agreement were $1.35 to $1.50 per day to men working on section gangs and $1.65 per day of 10 hours to men working on extra gangs.

On April 15, 1907, Mr. F. F. Busteed, General Superintendent of the C.P.R. Pacific division, wrote Mr. Gotoh that he would say the number required per annum would be between 500 and 2,000.

'The agreement with the Wellington Colliery Company,' says the commissioner, 'is dated the 31st January and is for 5 years. It calls for the supplying of 500 Japanese coal miners within 6 months after the date of execution, and in addition to this number 25 common labourers, 6 moulders, 6 machinists and 2 carpenters. The scale of wages for common labourers is fixed at from $1.35 to $1.55 per day, and for miners as well as the other classes of skilled labour at from $1.50 to $1.90 per day, the hours to be 8 underground and 10 when working above ground. After each miner has worked in the mine one month the Supply Company is to receive in full for its services the sum of $5 for every miner supplied. It is provided that in the event of a strike taking place the Supply Company shall use its best endeavours to prevent its miners from joining the same, and if any of such miners shall strike the Colliery Company shall be at liberty to wholly determine this contract forthwith or to cease from further employing any such strikers or at any time.

'Mr. Gotoh stated that though 135 miners had come out to work under this agreement he had been unable to supply more than 40, as the men where they landed on this side of the Pacific declared that they preferred to work on the railways and he had no way of compelling them to go into the mines. Not having been able to fulfil the conditions of the contract he had cancelled it. He was no longer supplying miners at the time his testimony was given.

'These are the only contracts the duplicates of which appear to have been sent to Japan.'

THE GRAND TRUNK PACIFIC AND THE INFLUX.

In Chapter V. the commissioner dealt with the alleged connection of the Grand Trunk Pacific Railway Company with the influx of immigrants from Japan. The commissioner had been given to understand at the commencement of the inquiry that an investigation would show this company to be largely responsible for the influx. With the exception, however, of the letter from the late Mr. Russell, quoted above, the commissioner had not found after a careful inquiry anything indicating any intention on the part of the company named to enter into an agreement for the importation of Japanese labourers.

'It was shown,' said the commissioner, 'that several attempts had been made both by the Nippon Supply Company and other persons to secure contracts from the

Grand Trunk Pacific Company for the supply of labour on its work of construction, but that all had failed as already mentioned. Mr. Gotoh admitted quite frankly that he had understood Mr. Russell's letter was not an agreement or an undertaking, but that he had tried to make use of it in Japan to convey the impression that it was a genuine agreement, in order that he might be the better able to secure the labour which he desired from that country. The Japanese government, however, had made independent inquiries through its consul, Mr. Morikawa, at Vancouver, and had found out that no such contract was in existence. As late as July of the present year, the Foreign Office appears to have given public notice to the effect that no contract of the kind existed.'

'The evidence appears conclusive,' said the commissioner, finally, on this point, 'that in no way was the Grand Trunk Pacific Company responsible for any Oriental immigration which has taken place.'

JAPANESE IMMIGRATION FROM HAWAII.

In the sixth chapter the commissioner dealt with Japanese immigration from Hawaii. After describing the nature of the organization known as the Planters' Association of Hawaii and indicating the part ascribed to it in influencing legislation in the United States on the subject, and in connection with the Asiatic Exclusion League in San Francisco, he remarked, 'It was suggested by one of the Japanese witnesses who gave testimony before the commission, that the influence of the Planters' Association was not altogether inoperative in British Columbia today. Inoperative it certainly has not been, if we recognize the fact that it was in the efforts of the Planters' Association to lower the wages of the Japanese residents in Hawaii, that we find the beginning of the unrest which has led to Japanese coming in such large numbers from the Hawaiian Islands to British Columbia during the past year.'

The Commissioner showed the volume of emigration from Hawaii to Canada the first ten months of 1907, the figures of which were 2,779, of which number 1,444 reached Canada during July. 'It was in the summer months,' says the commissioner, 'with the arrival at the port of Vancouver of the "Admiral Jaurequiberry." and especially the arrival subsequently of the "Kumeric" and "Indiana" that the citizens of Vanvoucer saw landing at their wharves a foreign multitude for which accommodation within the city precincts could not be found. It was then that many of the indifferent were alarmed, and the people at large became aroused to what the possibilities of an unlimited immigrations of persons from the Orient might mean.' Discussing emigration from Japan to Hawaii the commissioner said some 50,000 or 60,000 had arrived at the islands, chiefly replacing native labour on the plantations, but lately, and particularly since the war, this immigration had been restricted, and the resident Japanese had sought increased wages. This difficulty the planters sought to effect by importing Portuguese labourers. Here arose the unrest that induced the emigration of Japanese from Hawaii to Canada. The "Admiral Jaurequiberry" which brought Portuguese labourers from the Canary Islands to Hawaii was chartered by the Japanese Boarding House Keepers of Honolulu to carry Japanese from Hawaii to Vancouver, and brought to that port 241 Japanese immigrants. Dr. Munro, the medical inspector of the port, demanded under the immigration regulations, the

production of $25 on the part of each immigrant, and 150 of the number not being able to produce this sum he was about to refuse their admission, when the Japanese Boarding House Keepers' Union of Vancouver advanced over $3,000 as a guarantee bond that the Japanese would not become a public charge. 'This was accepted by Dr. Munro,' said the commissioner, 'on the condition that he should be given later a statement showing that employment had been secured by these men and where they were at work.' The ss. *Kumeric* reached Vancouver shortly after with 1,189 Japanese passengers from Hawaii. In this case the Theodore Davis Company of Honolulu, which had chartered the steamer, deposited a sum sufficient to meet the requirements of the case, exacting $25 in the case of each immigrant, and this sum was sent by draft to the Vancouver agent of the charterers, who cashed it and distributed the money to the passenger. Theodore Davis wrote a letter to the captain of the steamer, stating that the money had been forwarded in this way so that the passengers might not gamble it away during the voyage. This letter was shown to Dr. Munro, who at the time considered the transaction genuine. 'It appeared subsequently,' said the commissioner, 'that the money belonged in reality to the charterers, had been put up in this way as 'show' money pure and simple, and that Mr. Maruyama, who accompanied the party, had come along to see to the getting of it back after all had been landed.' As various expenses had to be met in connection with the provision of accommodation for so large a number of newcomers, Mr. Morikawa, Japanese Consul in Vancouver, secured the consent of the immigrants to his holding the money in trust till all were properly provided for, and sent an officer of the Consulate to collect the money. This procedure was, however, stopped by Dr. Munro, and most of the immigrants landed with the $25 in their pockets. The Honolulu Company which chartered this steamer and advanced the 'show' money lost heavily on the outcome of the whole proceedings.

The Commissioner stated that the Canadian Nippon Supply Company did its utmost to prevent the immigration from Hawaii, realizing that a sudden influx of Japanese in large numbers would work injury to their enterprise. Mr. Morikawa, the Japanese Consul at Vancouver, also did his best by cables to the Japanese Consul at Honolulu to stem the tide of immigration, but was unable to achieve his purpose.

'It is true,' said the commissioner, closing this chapter, 'that of the immigrants from Hawaii all were provided with passports, many of them passports issued by the Foreign Office of Japan during the present year, but they were passports marked for *Hawaii* or *Hawaii only*. In going to Hawaii their holders were voluntarily allowed to pass beyond the jurisdiction of Japan; in coming to Canada it seems reasonable to assume that they went beyond the wishes of the authorities by whose permission they had been allowed to emigrate at all. This seems the proper view to take, but it makes plain this fact, which is of the utmost significance so far as Japanese immigration to Canada is concerned, that whatever may be the power of Japan to control the emigration from her own shores, that power may end when the territorial limit is crossed.'

OTHER SOURCES OF JAPANESE IMMIGRATION.

In Chapter VIII. the commissioner discussed briefly the immigration of Japanese from other sources than Hawaii and Japan. 'In acounting,' the commissioner said, 'for the 2,779 immigrants from Hawaii, the 900 sent over by the Tokio Emigration

Company, the 3,619 who were destined for and admitted to the United States, and the 77 who were rejected, most of the story of the causes of Japanese immigration into British Columbia during the first ten months of 1907 is told. The numbers remaining constitute only 750, of whom it seems reasonable to allow that 300, at least, were persons formerly resident in Canada, and 100 Japanese merchants, officers, students and travellers, who came in the ordinary way. Of the 9 from Mexico all that can be said is that there were that number who came from that country. There remain then to consider the 190 Japanese who obtained passports from their government on the production of certificates from the Consul in Canada, that they were relatives or friends of Japanese resident here, and the 151 who came originally with the intention of going to the United States, were rejected by the United States officers, and allowed to remain in this country. The 190 require little in the way of explanation; the numbers are themselves the best answer that can be given to the degree of caution with which the Consuls in Canada and the Foreign Office in Japan have exercised their powers in this connection. In regard to the 151 a word or two may be necessary.'

The commissioner pointed out that among the Japanese immigrants to Canada are a number who have been rejected as unfit by the United States officers stationed at the ports of departure in Japan, and who have taken passage to Canada with a view to going ultimately to the United States. If rejected by the United States officers stationed at Canadian ports they have been turned over to the Canadian officers, 'who if the disease has been slight have allowed them to go to the detention hospital, where they have been treated, and if the treatment has proven successful, they have been allowed to remain.' The treatment in such cases has been given at the expense of the companies who have brought the labourers to this country.

THE COMMISSIONER'S CONCLUSIONS.

In the final chapter the commissioner gave the conclusions reached as the result of the investigations. He dwelt on the scarcity of statistical information concerning the immigration of Japanese into British Columbia in the past, so that it is impossible to say definitely how many who have come to Canada within the past year were former residents of the country, and, without such an inquiry as the present, it is impossible to say how many have held passports for Canada, how many for the United States, and how many for Hawaii. Within the last few months a record of this kind has been kept at one of these ports but not at the others. The commissioner did not desire to reflect in any way upon the immigration officers at these ports, 'who appear,' he said, 'to have performed their duties faithfully and well,' but he adds, 'I would respectfully submit for consideration the advisability of giving to the work of the immigration officers on the Pacific a wider significance than has hitherto been accorded, or possibly been necessary, and would suggest that a staff adequate to all the duties should be maintained.'

'The practice of treating diseased immigrants' said the commissioner, 'might, it would seem, be discontinued on the Pacific coast without working any hardship save in exceptional cases; it would ensure greater precautions on the part of companies carrying immigrants, and at the same time would lessen a little the duties of our own officers. It would seem reasonable, too, that Japanese holding passports for the United States should be required to present themselves for examination by the American

officers before examination by our own; if rejected by the United States officers they should be declared *ipso facto* undesirables, so far as Canada is concerned, and not allowed to land.'

Regarding the general subject of Japanese immigration the commissioner stated:—

'If the present inquiry has revealed anything, it is that the Japanese government has permitted to come to Canada during the past year, only the following classes:—

'(1) Merchants, officers, students and travellers to the number of about 100 as described.

'(2) Japanese formerly resident in Canada.

'(3) Such persons as may be designated "relatives" or "friends" of Japanese resident in Canada, and this only where the consul resident in Canada has certified that they were wanted, and that upon their arrival they would be sure of immediate employment or a home. This number has been approximately 190.

'(4) Contract labourers for work under a *bona fide* contract with a Canadian company or corporation, the *bona fides* of which contract has been certified to by the resident consul, and a duplicate of which has been produced at, and approved of, by the Foreign Office in Japan,—a class of immigration which has been allowed only since April of the present year.

'With the immigration from Hawaii the Japanese government has had nothing to do.

'Were the immigration of Japanese from Hawaii and all other points beyond the jurisdiction of Japan absolutely prohibited, and a stop put to the immigration of contract labour, at the instance of individuals and companies in this country and immigration companies in Japan, and a like reserve shown in the future in the granting of passports to all other classes of persons as appears to have been practised in respect to these classes during the past year, the Japanese immigration to this country would not be such as, having regard for numbers, would be likely to cause any serious embarrassment to this country, or as to which exception could reasonably be taken. On the other hand, unless methods are sufficiently effective to prohibit absolutely all immigration from Hawaii and the importation of contract labour from Japan, there are strong grounds for believing that the numbers of Japanese likely to enter Canada from the former islands will greatly exceed, within a few months, the numbers of the past year, and that the Canadian Nippon Supply Company and other like concerns will carry on a traffic in Japanese labour the like of which has not been equalled in the importation of any class of coolie labour that has ever been brought to our shores. I would most respectfully submit that an immediate consideration of this subject is desirable, not only in the interest of the people of the province of British Columbia, but of the whole Dominion, and that any effective solution demands prohibition of such Japanese immigration as may come from countries beyond the jurisdiction of Japan, and an absolute restriction in the numbers that may come from Japan direct.'

The report concluded with an acknowledgment of the commissioner's obligations to counsel and to officials who had in any way assisted in the inquiry.

That portion of the report which had to do with immigration from China and India had not been completed at the close of the fiscal year.

VIII.—ORIENTAL IMMIGRATION.—E. MISSION OF DEPUTY MINISTER OF LABOUR TO ENGLAND TO CONFER WITH BRITISH AUTHORITIES ON THE SUBJECT OF EMIGRATION TO CANADA FROM THE ORIENT, AND EMIGRATION FROM INDIA IN PARTICULAR.

During the month of March, 1908, Mr. W. L. Mackenzie King, C.M.G., Deputy Minister of Labour, was despatched by the government of Canada to Great Britain for the purpose of conferring with members of the British government on the subject of the immigration of East Indians to Canada. The terms of the report of the Committee of the Privy Council, under which Mr. King's mission was undertaken, as approved by His Excellency the Governor General on March 2, 1908, was as follows:—

On a memorandum, dated March 2, 1908, from the Right Honourable Sir Wilfrid Laurier, representing that notwithstanding the regulations for the restriction of immigration from the Orient, certain classes of immigrants, in particular British East Indians, are being induced to come to Canada under circumstances which may necessitate a refusal of their admission to our shores ;

That experience has shown that immigrants of this class, having been accustomed to the conditions of a tropical climate, are wholly unsuited to this country, and that their inability to readily adapt themselves to surroundings so entirely different inevitably brings upon them much suffering and privation, also, that were such immigration allowed to reach any considerable dimension, it would result in a serious disturbance to industrial and economic conditions in portions of the Dominion and especially in the province of British Columbia;

That an effective restriction of immigration from India is desirable therefore, not less in the interest of the East Indians themselves, than in the interest of the Canadian people;

That, moreover the whole subject of Oriental immigration is one of first concern to Canada, and affecting as it does, the relations of the Dominion with foreign powers, and the relations of our people with fellow-British subjects in India, involves considerations of the highest importance, not only to Canada, but to the British Empire as a whole;

That it is desirable that on this important question there should be as complete an interchange of views between the authorities of Great Britain and Canada as may be possible, and that in reference to it there should be a complete understanding between the governments of the two countries.

Mr. W. L. Mackenzie King, C.M.G., Deputy Minister of Labour, has recently made full inquiry under Royal Commission into the causes by which Oriental labourers have been induced to come to Canada, and as he is familiar with the subject in its many bearings Sir Wilfrid Laurier is of the opinion that by sending him to England to confer with the authorities of the Colonial and India Offices, and such other departments of the British government as may be desirable, a more complete and satisfactory understanding of the situation may be reached than would be possible by the necessary limitations of official correspondence.

Sir Wilfrid Laurier, therefore, recommends that Mr. King be commissioned to confer with the British authorities on the subject of immigration from the Orient and the immigration from India in particular and that for that purpose he proceed to England immediately; also that upon his return to Canada Mr.

King report to the Governor General in Council the result of his conference with the British authorities.

The committee submit the same for approval.

In pursuance of this mission, Mr. King left Ottawa on March 5, and sailed for England from St. John, N.B., on the steamship 'Empress of Ireland,' on Friday, March 6, arriving at London, on Saturday, March 14. On the following Monday Mr. King called on the Right Honourable Lord Strathcona and Mount Royal, the High Commissioner for Canada, and learned that His Lordship had already arranged for an immediate introduction at the Colonial Office. On the following day Mr. King was received by the Right Honourable the Earl of Elgin and Kincardine, Secretary of State for the Colonies, who arranged for interviews during the course of the same week with the Right Honourable John Morley, Secretary for India and the Right Honourable Sir Edward Grey, Secretary for Foreign Affairs. These interviews were followed by further interviews with Lord Elgin, Mr. Morley and Sir Edward Grey during the three following weeks, as well as by interviews with different officers of the Colonial, India and Foreign Offices. The most sympathetic interest was taken throughout by the British ministers and officials in the subject of Mr. King's mission, and the representations made on behalf of the people of Canada were received and fully discussed in al their bearings. Notwithstanding that parliament was in session and that in some respects the pressure of their duties wes exceptional, the time accorded by the ministers was so considerable that it was possible within the duration of four weeks to effect such an interchange of views and to conduct such negotiations as to afford reason for believing that a satisfactory understanding of the situation had been reached, insofar, at least as an appreciation of Canada's position in regard to immigration from India is concerned, and insofar as may serve to prevent such immigration from India as may not be desirable in the interests of the natives of that country and of the people of Canada.

The commissioner's formal report to parliament concerning the result of this mission was not presented until after the close of the financial year.*

* Mr. King arrived back in Ottawa on April 25, and the report to Parliament concerning his mission was presented early in the month of May.

IX.—ORIENTAL IMMIGRATION.—F. INQUIRY BY DEPUTY MINISTER OF LABOUR UNDER ROYAL COMMISSION INTO CHINESE LOSSES IN ANTI-ASIATIC RIOTS.

An order in council appointing Mr. W. L. Mackenzie King, C.M.G., Deputy Minister of Labour, a commissioner to investigate the losses sustained by the Chinese population of Vancouver on the occasion of the riots in that city on September, 1907, was passed on September 7.

The investigation under this commission did not take place, as stated above, during the fiscal year, the deputy minister being absent from Canada when appointed, and for a number of weeks subsequently, on a mission to confer with the authorities of Great Britain on the subject of Oriental immigration to Canada, and immigration from India in particular.

The investigation, it may be remarked, was held at Vancouver, B.C., during the last few days of May, 1908, and the first portion of June, and the various claims were adjusted and settled at a total figure of $25,990, with an additional allowance of $1,000 to the claimants on account of legal expenses.

X.—REPORT OF ROYAL COMMISSION APPOINTED TO INQUIRE INTO THE DISPUTE BETWEEN THE BELL TELEPHONE COMPANY AND ITS EMPLOYEES AT TORONTO.

In the preceding annual report a comprehensive statement was published of the circumstances leading to the appointment of a Royal Commission to investigate a dispute between the Bell Telephone Company and its employees at Toronto. The commission consisted of Mr. W. L. Mackenzie King, C.M.G., Deputy Minister of Labour, chairman, and His Honour Judge Winchester, of Toronto. The investigation, it will be remembered, was the outcome of a strike on the part of the operators at Toronto. The dispute began on January 24, 1907, when notices were posted in the local exchange of the Bell Telephone Company in Toronto, stating that the operators were from February 1 to work under an eight-hour schedule instead of the five-hour schedule that had been for some time in vogue, and which was pronounced by the company to be a failure; the notices also declared the wage schedule which would rule after the date named.

Many of the operators contended that the change indicated would occasion a physical strain of a severe character, and also that the proposed changes in wages were not at all commensurate with the increased working hours. A strike ensued as a consequence, and on January 30 the mayor telegraphed to the Department of Labour requesting its intervention. The Minister of Labour requested Mr. W. L. Mackenzie King, the Deputy Minister of Labour, to proceed to Toronto and lend the good offices of the department with a view to averting the threatened strike and to effecting an amicable settlement of the difference between the company and its operators. Mr. King reached Toronto on January 31, and immediately entered into negotiations with the two parties; but in the meantime, the operators, having failed to obtain any concessions from the company, had decided to strike on February 1, and about 400 operators, supervisors and monitors in the employ of the company accordingly ceased work on that date. The employees, by resolution passed at a mass meeting on February 1, requested the Minister of Labour to institute a public inquiry into the matter in dispute, and promised, in case such an inquiry was undertaken, to return to work in the meantime. The Deputy Minister of Labour, after acquainting himself with the circumstances, recommended the appointment of a Royal Commission to make inquiry into the matter of the dispute, and a Royal Commission was appointed on February 2, constituted at above, and commenced an inquiry forthwith. On Monday, February 4, the commission was received in Toronto. On the same day the striking employees, who had promised to return to work to save public inconvenience in the event of an inquiry into the dispute being undertaken by the Minister of Labour, offered their services to the company, and were in most cases immediately re-engaged, so that the strike was practically at an end.

The report of the commissioners appointed to inquire into the dispute was issued from the Department of Labour on September 12, 1908.

The report of the commission was in the form of a blue book containing 102 pages. The commissioners, after stating the particulars of the dispute which led up to the appointment of the commission, proceeded to an examination of the evidence taken before the commission. The subject was considered under the following aspects, namely: (i) the remuneration of work in its relation to the cost of living; (ii) the duration and intensity of the work involved; (iii) the methods of work and the elements of nervous strain; (iv) the opinions of many leading physicians placed before the commission; (v) a comparison between the schedule as proposed at the time of the dispute and the schedule as revised before the commission and made acceptable to the representatives of the employees. The closing chapter of the report contains the conclusions and recommendations of the commissioners. These may be summarized briefly as follows:—

(i.) The appointment of a commission of medical experts to examine into the effect of the occupation of telephone operating upon the constitution of those engaged therein.

(ii.) The adoption of a new schedule of hours involving six hours work or the intervening periods of relief spreading work and reliefs over a total period of from eight to eight and three-quarter hours.

(iii.) Overtime to be absolutely prohibited.

(iv.) No young women to be employed at telephone operating until they have passed their eighteenth year.

(v.) No young women to be engaged as telephone operators until they have passed an examination as to their health, particularly as to their nervous system, throat, lungs, sight, hearing and tendencies towards tuberculosis.

(vi.) Changes in the mechanism of the apparatus employed, and in the style of seats, tending to increase the comfort or convenience of the operator.

(vii.) Improved ventilation of the operating room.

(vii.) The application to telephone companies of the criminal laws applicable to news improperly obtained or divulged by telegraph operators or officials.

(ix.) The establishment of a permanent board of conciliation composed of representatives of the officials of the company and its operators, to which might be referred at stated intervals, points of difference between the officials and the operators with an appeal to the head officers of the company, where matters in dispute fail of successful settlement before the board.

Omitting reference to points bearing especially on the particular dispute which occasioned the inquiry, attention may here be drawn to leading features of the report of the commission which have a general bearing upon the conditions of employment in this particular calling.

WAGES, PROFITS AND COST OF LIVING.

The commissioners proceed to consider in Chapter III. the remuneration of work and the cost of living, as these matters respectively affect the operators, also as to whether the wages paid bear any relation to the profits of the company. In this connection special attention is paid to the statements of the local manager, setting forth reasons for a change from five to eight hours, as already mentioned, and to the inefficiency of service as described by Mr. J. A. T. Baldwin, and the commissioners quote the statement of Mr. Hammond V. Hayes, Chief of the American Telephone and Telegraph Company, that 'the system should be judged from the standpoint of cost,

services and the ability to secure operators.' On this last point the commissioners comment as follows:—

> That it was judged from these standpoints is abundantly apparent, as were also the results, viz., that (from the standpoint of ability to secure operators) operators could not be secured because of the low rates being paid; that (from the standpoint of service), the service as a consequence was materially impaired ; that to secure operators and improve the service it would be necessary to increase the wages and reduce the speed of operating, which would mean also an increase in the number of operators. Increase in wages and increase in the number of operators, other things remaining the same, would mean increased cost ; (from the standpoint of cost then) to offset an increase in cost it would be necessary to increase the hours.
>
> Had the company made the health of its operators a matter of first concern, it is difficult to see how it could have permitted operating being carried on at such a high rate of speed for so long a time after its ill-effects upon the health of the employees had become known, or how the company could have permitted its operators under any circumstances to work a certain number of days each month for a period of 10 hours, being two consecutive stretches of five hours each, as was the common practice under the five-hour system, when it had become apparent to the management that five hours' consecutive work at the high rate of speed which characterized the operations of the Toronto exchange was inimical or injurious to the health of its employees.
>
> In the letter above referred to, of the local manager, recommending the changes as well as in other correspondence, and reports, one looks in vain for any reference which would indicate that the health or wellbeing of the operators was a matter of any consideration save where it was forced, so to speak, upon the company in its consideration of the three commercial tests above set forth, namely, cost, service, and ability to secure operators.
>
> It was a question not of the health of the operators, but as Mr. Dunstan very tersely expressed it, 'a choice of evils,' for commercial reasons.
>
> In view of these facts, and taking into consideration the circumstances existing at the time, the fact that the change was not delayed until the other exchange had been completed, and what transpired at the conference in Montreal, we are forced to believe that it was for commercial and business reasons rather than because of any humanitarian considerations that the company decided to substitute for the five-hour schedule the schedule which it attempted to enforce on February 1. We are the more confirmed in this belief, inasmuch as the management does not appear to have considered any alternative other than the one of an eight as against a 5-hour schedule. Had the lessening of the 5-hour system been the main consideration, as was urged, this might have been effected if humanitarian considerations had been uppermost, by an increase in the number of operators and the lessening of the load which each operator was obliged to carry. Moreover, there were as alternatives all the possible arrangements both in the matter of time and reliefs which might have been made through an adjustment on any basis less onerous than that of the eight-hour system as proposed.
>
> That commercial reasons rather than any consideration for the health and welfare of the operators were the motives which prompted the change was no less apparent from the testimony given before the commission than it was from the written records of the company, which were filed as exhibits. In his evidence in regard to the wages paid, and the inability of the company to secure operators as a consequence, Mr. Dunstan was very clear in the replies given to questions put by the commission.
>
> Notwithstanding the low rates of wages paid to operators prior to the change, the operators without exception stated it was the question of hours, and not of

wages which occasioned hostility to the new schedule, and was responsible for the strike. Both the management and the operators admitted that under the old scale it would have been impossible for a self-supporting woman to maintain herself, the cost of living being what it was in Toronto. In view of this, the *bona fides* of the operators in making a protest against any change which meant increased remuneration can hardly be questioned.

THE RESPECTIVE WAGE SCHEDULES COMPARED.

The commissioners then examined the wage schedules associated with the respective systems, and pointed out particularly the extent to which the operators under the system of shorter hours had been able to supplement their income by overtime.

At the rate of 26 working days in the month, and working 52 hours overtime each month, an operator might supplement her regular wages to the extent of $7.20 during the first 6 months of her employment, to the extent of $8 between the 6th to the 18th month, to the extent of $9 between the 18th to the 30th month, and to the extent of $10 thereafter. Under the eight-hour schedule it was proposed that overtime should be done away with completely. In its stead was to be substituted an increased number of hours of regular work per doy, with an increase in the monthly wage. The number of hours, increase in regular work under the new schedule as understood by the operators at the outset amounted to 78 per month, though under the schedule as modified before the commission the actual increase in working hours per month came to 52 in the case of those working the regular hours; where operators were working on reliefs, as was the practice with beginners for the 6 months, the increase would be less, being an increase of 6 hours only. In the cases, though, where operators worked as reliefs, their day was more broken, the working time being at less regular periods and the intervals between more frequent or longer.

'What the change in the schedule as a whole meant,' remark the commissioners, 'will be seen from the following:—

5-Hour Schedule plus Overtime.	Total.	8-Hour Schedule.	Decrease to Operators.
	$ cts.	$ cts.	$ cts.
1 to 6 months $18.00 plus $7.20 per month	25 20	20 00	5 20
6 " 12 " 20.00 " 8.00 "	28 00	22 50	5 50
12 " 18 " 20.00 " 8.00 "	28 00	25 00	3 00
18 " 24 " 22.50 " 9.00 "	31 50	25 00	6 50
24 " 30 " 22.50 " 9.00 "	31 50	27 50	4 00
30 " 36 " 25.00 " 10.00 "	35 00	27 50	7 50
36 upwards 25.00 " 10.00 "	35 00	30 00	5 00

The commissioners comment on the above comparative statement as follows:—

It is not to be wondered at, therefore, that the operators who were dependent for their livelihood upon the earnings which they might make in the company's service and who required such spare time as they might have for doing work for themselves, should have preferred the old arrangement, notwithstanding the arduous overtime which it involved, while to operators who were living at home and who looked to their earnings from the company for a sum sufficient to enable

them to supplement the family budget, or to earn something towards personal expenses, the increased hours of work and additional earnings derived therefrom, would appear to involve a great sacrifice as compared with the shorter work day, than would be met by the total increase of earnings that might result under the eight-hour schedule from the month's work.

It is true that the commission was informed that the changes had been made at an estimated increased cost to the company of $1,300 per month. This, notwithstanding a reduction in labour cost, such as has been shown, may have been the case. The service had to be improved, and it was the improvement of the service which was aimed at in the change. It was quite conceivable that subscribers may have benefited, while the company and labour each sacrified something, or subscribers and the company may have profited while financially the operators may have been left in a relatively worse condition. When it is remembered that the company's business was constantly increasing, through new 'phones being added month by month, increase on extension sets and in private branch exchange sets, some increase of expenditure would be the normal thing to expect, it by no means follows that this would mean an increase in cost per subscriber to the company, or any reduction in its net profits.

Nor were the possible benefits to be derived from such increases as were made in the schedule rates as considerable as might at first appear, for the reason that only a small percentage of the operators would ever reap the advantages of the more favourable changes. It will be observed that under the old schedule the highest rate fixed was $25 per month at the end of two and a half years. Under the new schedule operators at the end of two years were to be increased to $27.50, and at the end of three years to $30. The evidence before the commission went to show that the time during which the majority of the operators remained in the company's employ did not exceed 2½ years or 3 years at the most. In other words, that the 'average life of an operator' was less than 3 years. Various reasons were ascribed for this.

PROBLEM OF HEALTH AND WAGES.

After quoting various portions of the evidence of the officials of the company in its bearing on the question of the health of the operators and on the question of wages as compared with profits, the commissioners continue:—

We have included these views of the company's officials because in our opinion too great stress cannot be laid, if due regard is to be had for the preservation of harmonious and satisfactory relations between employers and employed, upon a very full consideration of the relation of wages and profits, more particularly in the case of an industry which holds a public franchise and is conducting a public service, and which from the nature of things possesses by the tacit or expressed consent of the public, a limited or a complete monopoly. It was contended before the commission that there were 58 or 60 competing companies. While this may be, it is nevertheless true that so far as the city of Toronto is concerned, and many other localities throughout the Dominion in which the Bell Telephone Company operates this company has an absolute and complete monopoly. It enjoys this monopoly by the consent of the public. That this consent arises from a city's consideration of its own convenience rather than from any predisposition in favour of a particular company is not a matter of concern. The fact is that in the city of Toronto there is one company carrying on the telephone service for the entire city, and whether they like it or not the public generally of that city so far as it may wish to make use of the telephone, is obliged to pay the Bell Telephone Company for its service. Viewed in this light which we believe to be the right and proper one in regard to public service utilities where an absolute

or quasi-monopoly exists, an element is introduced which justifies an insistence on the part of the public of a due regard for the welfare of employees which might be urged with less reason in the case of competitive industries. To the extent to which the citizens of Toronto have parted, either voluntarily or involuntarily, with their right to choose between competing concerns and to that extent have parted also with their power to extend their patronage in the direction in which they believe the interests of justice and fair play may best be served, to that extent it is, we believe, not only their right but their duty, to know and to insist upon a company profiting by their patronage, treating its employees in a manner which is equitable and fair, in other words, giving to its employees, whether they be women or men, a fair day's wage for a fair day's work. To the extent to which the Bell Telephone Company has profited by the necessities of its operators, or has secured services at a rate which would not have enabled those who rendered them to have lived, but for the support received from members of their own families, or in ways other than those provided by the company, to this extent, the profits of the company have been deprived by a species of sweating or by the levying of a tax upon homes and individuals for which no compensation has been made.

That the company has profited in this manner is sufficiently proved by the admissions of its own manager that the wages paid were not sufficient to meet the cost of board and clothing and that notwithstanding the operators had been obliged to work at a pace which was absolutely detrimental to their health. The circumstance that these truths are lost to sight by the involved and intricate processes which obscure the workings of modern industry and commerce, or that by some they may be condoned as being in accord with common practice, is not a reason why in the public interest they should not be disclosed and a healthier and more equitable regard for just such situations established. Moreover, it is we believe, not more in the interests of justice and the maintenance of friendly relations between employers and employees, than it is likely to be in accord with the wishes of fair-minded investors who would hesitate to accept as profits, dividends which had been earned at the expense of either the health or well-being of those who had assisted in their making. And this leads us further to venture the opinion that in the interest of shareholders, employees and the general public alike, it is desirable that as much publicity as a due consideration for business secrets will permit, should be given to the manner in which public or quasi-public utilities of the class of the Bell Telephone Company, carry on their operations. Public opinion may be expected to safeguard the welfare of those who serve the public, however remote that service may be, and in this connection it may fairly be assumed that the interests of capital, no less than of labour, and of labour no less than of capital, will receive a due regard.

DURATION AND INTENSITY OF WORK.

In Chapter IV. of the report the commissioners devote themselves to a consideration of the question of the duration and intensity of work. Here they review briefly the experience of the operators under the five hour schedule and examine closely the motives of the company in making the change to the eight hour schedule of February 1, and the views which the operators may have held as to the probable effect of the change on themselves from such information as was in their possession at the time they entered their protest. After a consideration of the evidence submitted on these points the commissioners comment:—

To sum up: The five-hour system, so far as quantity and duration of employment were concerned was shown by actual experience to be such only in

name ; the five-hour schedule was merely the basis of an arrangement under which the employees were obliged on a certain number of days each month to perform seven or six and a half hours service at the five-hour rate; on other days to work two continuous five-hour stretches of ten hours at exactly double the five-hour rate; at all times to be ready to work without remuneration an additional 15 minutes, either before or after the five-hour period, or both, and in at least one case, to give, on pain of dismissal, service without compensation for several hours each day over a period of two weeks or more.

The report goes on to consider the question of intensity of employment or the rate of speed at which work was performed under the five hour system within the hours during which the operators were engaged each day, and to give an intelligent understanding of this side of the problem the commissioners outline the nature of the duties of a telephone operator, describing in a general way the method of operating a switchboard in one of the exchanges, and quoting statistics from the record sheets of the company, showing the number of calls per hour as recorded in peg tests made at Toronto and Montreal, which latter show, comment the commissioners, a difference per operator as between Toronto and Montreal of 570 calls per day of 10 hours or a difference of 57 calls per hour, being an excess in the case of the calls answered per operator in Toronto of over 35 per cent over the number answered per operator in Montreal.

METHODS OF OPERATING DISCUSSED.

How this high rate of operating was effected is shown in chapter V which is devoted to a consideration of the methods of work and elements of nervous strain. The system by which an operator not only looks after her own subdivisions, but also helps the operators at the adjacent subdivisions on either side if they are pressed, is explained, and the comment of the commissioners on the system is the following:—

> Some of the rest or relaxation, therefore, which might come to an operator in one of the divisions because of a slackening in the number of calls upon the lines for which she is responsible, is in part offset by this assistance which she is expected to afford her neighbours. It will be seen, too, that under this arrangement the greatest strain is inevitably placed upon the more efficient and skilled operators. It would appear that where operating is carried on at a high rate of speed, the tendency is to tax the energies of operators to the maximum of their endurance and ability .

Of the system of overlooking by monitors and supervisors the commissioners say:

> The duty of a supervisor is to walk up and down behind the operators who are under her supervision, and see that they properly attend to their work, at the same time to assist the operators where it appears they are unable to keep up with the calls coming in. It was admitted by the operators that the assistance rendered by the supervisors in this way was a substantial one. On the other hand, it was contended that their presence as constant watchers of the way in which duties were being performed added an element of strain to the work, more particularly where the supervisor might not be as sympathetic with the operators as might be wished. It was stated for example, by one of the supervisors herself that she regarded it as a part of her duty to keep calling to the girls under her to 'Hurry, Hurry,' so as to keep them up to their work as much as possible.

It is explained that the glowing of a small lamp affords the operator the signal of a call, that several lamps glowing simultaneously would indicate that several calls had come in from different points at the same moment, and that if a subscriber does not receive a prompt answer and becomes impatient and indicates his impatience by moving the hook of the receiver of his phone up and down, as is a common practice, this impatience is reflected by the light glowing intermittently, the lamp going out each time the hook is lowered and relighting as soon as it is in the position it would be with the receiver off the hook. Moreover, a clicking or banging sound enters the ear of the operator each time the hook of the receiver is moved up and down.

The commissioners comment on this system as follows:—

> It was alleged by some of the operators that the glowing of these lamps caused a strain upon the eyes and that the clicking sound injured the ear but more particularly was the consciousness of a number of subscribers awaiting answers, and especially the consciousness of their impatience as reflected by the intermittent glowing of the lamp when calls were coming in at too rapid a rate to be properly overtaken, said to contribute an element of nervous excitement which enhanced the strain of operating, especially where an operator was conscientious in the desire to efficiently discharge her duties. The banging or snapping of the instruments into the ear, which is occasioned at times where connections are not promptly or are improperly made add, also, an element of aggravation.
>
> Another element, kindred in a way, though perhaps more aggravating to a sensitive nature, is found in the hard words and occasional abuse to which operators are at times subjected by subscribers who may have become inconsiderate through being obliged to wait some little time for replies.
>
> The possibility of injury arising from shocks is a feature also deserving of consideration. While it did not appear from the evidence given before the commission that much injury was occasioned from shocks on the main local exchange, there was sufficient evidence to show that the possibility of such an occurrence must be more or less constantly present to the mind of an operator, while the evidence in regard to injuries received by operators engaged on the long distance lines was quite sufficient to demonstrate the inevitable risks which are run by young women in this work.

THE STRAIN UPON THE SENSES.

After quoting from the evidence submitted on these various points the commissioners take up the question of the strain upon special senses while operating, and following a brief statement of the calls made upon the various senses, make these comments:—

> It is the fact that the special senses are called into operation so much in combination that the several activities are all at work at the same time, which perhaps, more than anything else, distinguishes telephone operating from that of any other employment in which women are engaged. It introduces for consideration elements of the first importance from the psychological and physiological standpoints. In most occupations in which women are employed it is the physical energies which are primarily taxed in the labour expended. This is the case with most of the work done in factories. It is so, too, with employment in shops and stores. No other calling has suggested itself to the commission in which the senses of hearing, speech and sight appear to be called into play simultaneously to the same extent or required to be so constantly on the alert. Even in typewriting and telegraphing, to which occupations references were made in this con-

nection before the commission, there is a difference. In taking down shorthand a stenographer is required to use the senses of hearing and sight, but not that of speech. In transcribing shorthand notes upon a typewriter, neither hearing, nor speech are called into play, but merely the sense of sight. Similarly in telegraphing, a telegrapher in transmitting a message is not required to use his sense of speech, and may even transmit without using his sense of hearing, and in receiving a message does so without using his vocal organs. It is this peculiarity of the work of telephone operating, resulting from a combination of a new power with a series of new inventions which, as has been said, distinguishes this class of work from other occupations with which it might otherwise be compared, and which must be given a first consideration in considering the question of hours and the suitability of women for this class of employment. A fair comparison cannot be drawn in respect to the intensity of employment between this work and other classes of work in which the strain is mainly physical, inasmuch as telephone operating differs from most other female employments not so much in degree as it does in kind, and the exhaustion which it entails is not so much physical as mental and nervous, an exhaustion of nervous energy, a depletion of nervous force.

TESTIMONY OF MEDICAL MEN.

Chapter VI. of the report contains a summary of the evidence of twenty-six medical practitioners, of which number six appeared at the instance of the parties concerned in the dispute, and the remainder were subpœnaed at the instance of the commissioners. The physicians subpœnaed were nearly all selected from among the Medical Faculty of the University of Toronto, and are stated by the commissioners to have been without exception among the leading members of the profession in the city. The names of the physicians called were as follows:—Dr. Murray MacFarlane, Dr. William Britton, Dr. Alexander Davidson, Dr. Charles Sheard, Dr. William Oldright, Dr. Walter McKeown, Dr. James Forfar, Dr. James M. Anderson, Dr. William H. Alexander, Dr. Gideon Silverthorn, Dr. Richard A. Reeve, Dr. John F. Uren, Dr. G. Herbert Burnham, Dr. Charles Trow, Dr. William B. Thistle, Dr. William P. Caven, Dr. Charles R. Clark, Dr. J. M. McCallum, Dr. James M. Foster, Dr. Robert Dwyer, Dr. John Noble, Dr. Alexander McPhedran, Dr. Alexander Primrose, Dr. A. R. Pyne, Dr. Alton Garratt, Dr. Campbell Meyers.

To secure a careful consideration of the matters on which it was specially desired to have an opinion, a memorandum containing mention of the following points was given to each witness some time prior to his examination.

The effect—

(a) Under 5-hour system—high pressure.
(b) Under 5-hour system—low pressure.
(c) Under 8-hour—high pressure.
(d) Under 8-hour system—low pressure.

Upon—

1. Optic nerve—by lights—finding places for connections.
2. Auditory nerve—from calls, buzzing, shocks, &c.
3. Vocal organs—continuous calling of numbers.
4. Physical system—Length of sitting—head and chest gear, reaching.
5. Nervous system—from above cause operating together and continuously.

If accentuated by system of observation boards, monitors, supervisors, complaint of subscribers, &c.

The general effect of the medical evidence was to show that the operators were subjected to a severe nervous strain during, as a rule, the whole of the working hours, that the operators being usually girls of 17, 18 or 19 years of age, were peculiarly liable to ill effects from such a strain, and that after a few years spent in the service of the company, when they married, or for other purposes left the company's employment, then, to quote from the evidence, 'they turned out badly in their domestic relations. They break down nervously, and have nervous children, and it is a loss to the community.' The opinion was expressed that the nature of the work disqualified one who had been employed thereat for five years continuously from becoming a wife and mother, and also that work under such conditions was laying the foundation for insanity, epilepsy and nervous diseases. Several physicians expressed the view that it was the duty of the state to investigate the whole problem, and make regulations to govern the cases.

EFFECT OF CHANGE OF REVISION OF SCHEDULE.

In Chapter VII. the commissioners considered the schedules respectively as proposed by the company to take effect on February 1, and as revised before the commission, together with all the attendant circumstances with respect to the attitude of the company towards the change.

COMMISSIONERS' CONCLUSIONS AND RECOMMENDATIONS.

The eight and concluding chapter of the report was devoted to the conclusions and recommendations of the commissioners. The commissioners stated as follows:—

> We have throughout the pages of this report expressed opinions on most of the general questions which the inquiry and evidence have raised for consideration; it remains, therefore, to only briefly summarize the more important conclusions, making such additions and recommendations as appear to be desirable and necessary.
>
> The change in the wage and hour schedule which the Bell Telephone Company sought to put into effect at its Toronto Exchanges on February 1, and which was the occasion of the protest of the operators, and the strike commenced on the day previous, was made, we believe, under conditions which to the company itself were known to be unfavourable and likely to lead to trouble; it was a change from a condition of employment known to be oppressive and injurious to one conceded by the management as an alternative in 'a choice of evils.' Had the change been subsequently worked out as it appears to have been originally intended, it would, in our opinion, have been as oppressive and injurious from the point of view of the health of the operators as was the former condition, while financially, it meant to many of the operators a lessening of their total earning capacity. It was made, we believe, from motives of cost and service pure and simple, and without any real consideration for the health and well-being of those whom it was most to affect. The company had found that its service was suffering; this, in the opinion of its officers and experts, was due to the high pressure at which those in its employ were obliged to work and the low wages paid, a pressure described by the local manager as 'extremely high,' and a wage characterized by him as too low to enable the operators 'to earn enough to pay for their board and clothing.' An increase in the wage schedule was a necessity, if the company was to maintain its service, for without an increase in wages, operators could not be obtained, and without operators the service could not be kept up.

To offset the increase in cost occasioned by the increase in wages, the hours of service were lengthened, the percentage increase in the hours of employment being made considerably in excess of the percentage increase in the rate of wages. The company sought to bring about the change on the shortest possible notice, and in a manner which affords grounds for believing that it hoped to enforce the new schedule by taking advantage of the necessities of its employees, and the fact that as young women, many of whom were self-supporting, a threat of dismissal would be sufficient to prevent any general or prolonged resistance. With such knowledge as the operators had of the company's intentions, and the attitude assumed by the company towards its employees, and in regard to the efforts made to adjust the difficulties, a strike under the circumstances was all but inevitable; it was, moreover, we believe, precipitated by the action of the company in compelling its operators to agree in writing to be bound by the new schedule or resign immediately from its service.

Having regard for the knowledge which the operators had of the conditions as they had existed prior to the change, and such information as they possessed as to the company's intentions under the proposed 8-hour schedule there were, in our opinion, ample grounds for the contention of the operators as set forth in the communication of His Worship the Mayor of Toronto to the Department of Labour that it was a physical impossibility with the enormous telephone business of the city of Toronto for the operatrs to stand the strain of such long hours. In this connection it is not necessary to more than mention that the company admitted before the commission the limited extent to which the operators appear to have been informed of its intentions at the the time of the change, and the company's ability to appreciate their right to protest under the circumstances ; and the further fact that the statement presented to the commission on February 13, favourable as it was, compared with what the operators had believed to be the company's intention, was itself in the light of the medical evidence given before the commission subjected to a further modification by a reduction in the total working time of twenty minutes and an extension of the reliefs by that amount of time. The statement of February 13, fixed the actual working time under the 8-hour system at 7 hours and 20 minutes, and contained provisions for morning and afternoon reliefs of 20 minutes each, which was a very different proposition to an 8-hour system, based on two consecutive stretches of four hours each, without reliefs, which was the system as the operators had conceived it to be according to the company's intentions. There is apparent conflict in the evidence as to what really was the intention of the company with regard to the proposed 8-hour schedule at the time of the change ; as the matter is one which is no longer of any special concern, the evidence on this point may be left to speak for itself, for the purpose of the findings which are expected to be made it is perhaps sufficient to say that in our opinion the employees had reasonable grounds for holding the view they did.

As to the question what, all circumstances considered, are the conditions under which the work of telephone operating should be carried on, and as to whether in the present case the conditions as accepted by the operators are in the terms of our commission, a *right settlement,* full regard being had to the health of the operators, we beg, before expressing an opinion, to enumerate some of the more salient facts which the present inquiry has disclosed, and some of the considerations which must be allowed to govern in attempting to form a judgment on a matter of so grave concern.

THE STRAIN ON OPERATORS.

It is to be remembered in the first place that the class of persons employed as operators is composed mostly of girls and young women between the ages of

17 and 23, that persons of these years are preferred to others because of the greater facility with which they learn the work and acquire dexterity, that these are years during which the nervous and physical system of a women is peculiarly sensitive to strain and susceptible to injury, and that harm done to, or impairment of the system sustained at that time of life is apt to be more far reaching in its consequences than would be the effects received from similar causes in maturer years. The effects moreover upon posterity occasioned by the undermining or weakening of the female constitution cannot receive too serious consideration.

The work of telephone operating does not appear to be of a kind to fit a woman for any other occupation or calling; additional significance is therefore to be given to the fact that the average time spent by operators in the service is from two to three years, and that the period of service is usually given at the time when a young woman is best able to learn with advantage the trade or calling which is to put her in the way of acquiring a livelihood.

Secondly, the work of telephone operating under any conditions involves a considerable strain upon the nervous system. Some of the doctors maintained that it was not a fit work for any woman even where carried o nat a moderate rate. The faculties are kept constantly on the alert, there is a high tension on the special senses, and a certain amount of mental worry. The strain is in proportion to the nervous force exhausted, and the exhaustion of nervous energly is a matter only of degree depending upon the duration and intensity of employment. Telephone operating in this particular differs from most other occupations in which female labour is employed, and where the strain is mainly physicial. Comparisons, therefore, with other occupations are apt to be misleading. It is only necessary to mention some of the elements which contribute to the nervous strain of operating to see this, and to see whiy this particular class of work is deserving of special consideration.

The special senses of sight, hearing and speech are called into operation not only continuously but constantly in a concerted manner; when not actually employed they are not resting because necessarily on the alert. The physical strain, save for the obligation of sitting continuously in one position over a considerable period of time, and the reaching and stretching entailed where switchboards are large in size, or operators expected to assist with the work on boards adjoining their own is not considerable, and, to a degree, helps, to offset the effect of the nervous strain ; on the other hand where there is not a proper regard for these matters the strain may be increased rather than diminished. The liability to injury from shocks, the harsh words and abuse of subscribers, the irritation caused by the intermittent glowing of lights reflecting the impatience of subscribers, the occasional buzzing and snapping of instruments in the ear, the sense of crowding where work accumulates and the inevitable anxiety occasioned by seeking to make the necessary connections whether a rush takes place, all combine to accentuate the strain upon an operator, and they are all factors more or less absent from other callings in which women are engaged.

Thirdy, the manner in which operating is carried on at the large exchanges adds to the strain, which under almost any conditions, is considerable. 'Cost, service and ability, to secure operators, are, we believe, the main, they might, we think, be almost described as the sole determining factors in this connection. The last-mentioned—the ability to secure operators—is, we believe, chiefly a matter of wages, for few women know till they have been some time in the service, the full nature of the strain it involves. Hours are, of course, a factor also, but they operate in relation to wages, in determining the available supply, and only secondarily as a consideration in employment. The question of wages being left to the market, cost and service dictate the conditions under which operators are obliged to work, and this leads to the adoption of methods whereby a maximum of work may be had at a minimum of cost. In this connection enter all those elements

which relate to switchboard economy and which affect the duration and intensity of employment, such as double work, overtime, services not paid for, team work, overloading, high pressure, and the like, which have been described in some detail in the body of this report; they are all, it is true, subject to regulation within certain bounds, but there is hardly a point at which the health and well-being of the operators does not come in this connection into direct conflict with the motive of gain which is more or less a part of every business enterprise.

From the testimony given it would appear that from the manner in which the Bell Telephone Company carried on operations during the past three years at the main exchange in Toronto, where this conflict between so-called business and health became apparent, in many cases, not only was the question of health a matter of small consideration, but the management knowingly permitted the work to be continued under conditions and in a manner absolutely detrimental to the health of its operators. We believe that where it is a question between the money-making devices of a large corporation and the health of young girls and women, business cupidity should be compelled to make way. The evidence given before us, and the facts of experience, as cited, go to prove that this is a matter which cannot with safety be entrusted to the parties concerned, but is one which in the interest of the protection of the health and well-being of persons engaged in this form of industrial pursuit calls for legislative interference on the part of the state.

Because, perhaps, of the comparatively recent introduction of industrial processes such as that of telephone operating, where the motive power is electrical, and where the whole trend of invention has been of a nature to intensify the strain by heightening the possible speed at which operations may be carried on, but little attention has thus far been paid to the possible inimical effects upon the constitutions of women engaged in such callings or the possible deleterious effects upon their offspring. The problem from this point of view is medical rather than economic, and a full determination of the effect of this class of employment upon the health of those engaged in it can, therefore, be had only as the result of expert medical investigation.

APPOINTMENT OF MEDICAL COMMISSION RECOMMENDED.

Because of the fact that the number of young women engaged in telephone operating is already large and is increasing from year to year, and because it is the nervous system of operators rather than the physical which requires special consideration, we believe that the interests involved are of so grave concern as to warrant a further inquiry by a commission of medical experts, who could examine more particularly into this side of the question, and that the state should be guided in matters of legislation by the findings of such a commission, and we would recommend that such a commission should be forthwith appointed.

While the general and larger question of the extent to which women should be permitted to engage in occupations of this kind should in our opinion be made the subject of a careful and complete inquiry by medical experts, we believe that the evidence which we have had to consider in connection with the present investigation points clearly to the necessity of immediately restricting in certain particulars the conditions under which this employment is to be carried on, and that it is quite sufficient to justify the recommendations which we feel called upon to make.

We agree entirely with the view expressed by the local manager that *it is the pace that kills,* and the working of women at high pressure at work of this kind should be made a crime at law as it is a crime against nature herself. On the other hand it is difficult to see wherein it is possible for the state to effectively

regulate the speed of operating. Happily, the solution is to be found, at least in part, in another way. The efficiency of the service is something which a company in its own self-interest is bound to protect, and it has been found that operating carried beyond a certain rate of speed leads to an imperfect service. Even from the company's standpoint the question in the words of one of its experts has come to be 'primarily one of service rather than of load,' 'There is much more question in my mind,' wrote Mr. Hammond V. Hayes, Chief Engineer of the American Telephone and Telegraph Company, Boston, who reported on the matter for the Bell Telephone Company. 'There is much more question in my mind, if an operator on a 5-hour schedule can carry appreciably more load than if she works 8 hours and gives an absolutely equivalent service. There is one point to be considered in this connection, and that is, that the load must be so adjusted as to leave a reasonable amount of spare time in each hour so that the unusual rush of business can be handled satisfactorily.'

Whatever may be urged to the contrary, the whole principle underlying the methods of operating is based, we believe, on having the 'operating curve' follow the 'traffic curve as closely as possible and on an adjustment of the load to the ability of the operator. Under the 5-hour system as practised by the company the effort seems to have been to discover 'the breaking point,' and cause the load given to each operator to approach as nearly to it as possible. Experience, however, went to prove that what was 'the breaking point' with the operator was also a 'breaking point' in the service and a change was accordingly decided upon. Because, as Mr. Hammond V. Hayes says, 'the load must be so adjusted as to leave a reasonable amount of spare time in each hour so that the unusual rush of business can be handled satisfactorily.' There is always the possibility, of a feeling on the part of those who have to do with the regulating of these matters, that 'the reasonable amount of spare time' provided as a protection against emergencies, is also a sufficient protection in the matter of health, while on the other hand what is a reasonable amount of spare time for such a purpose is likely from motives of economy and cost to be confined within as narrow limits as possible. Unless then the speed of operating is to be arbitrarily fixed in some manner not altogether apparent as yet, the restrictions which it is necessary to make must be of a kind which will limit the period for which work shall be carried on at any one time, and the total amount which an operator shall be permitted to perform in any one day or week; in other words, there must be provision for intermissions and reliefs, and a limitation of the total hours of work.

The work of operating continued uninterruptedly over any considerable period of time is certain, we think, to prove injurious. The same quantity of work, where it exceeds a certain amount is better, we believe, spread over a period of time with intermissions and reliefs, than carried through at a stretch. We have only the strongest condemnation to offer for such a system as prevailed under the so-called 5-hour schedule, where work was continued for 5 hours at a stretch. It demonstrated conclusively, at least this fact, that 5 hours operating in a day under certain conditions was calculated to prove absolutely detrimental to the health of the operators.

The length of any one period should depend in part on the total number of working hours fixed for the day. The majority of the medical witnesses were of the opinion that a total working time of 5 hours divided into two periods of two and a half hours each, with an intermission of at least one hour for lunch was preferable to any other proposed scheme. The two and a half-hour periods were conceded in this case on account of the considerable length of that portion of the day during which there was freedom from actual or anticipated work and consequently greater opportunity for recuperation. Where such a condition does not obtain, two hours is, we believe, as long a stretch as should be permitted at any one time without a suitable period of relief being afforded, and from an hour and a

half to an hour and three-quarters at one time, is, we think, as long a time as should be expected, where any considerable amount is to be covered in the course of a day.

QUESTION OF LENGTH OF WORKING DAY.

The length of time to be fixed for reliefs should depend in part on the amount of work preceding and following the relief period. It was the general opinion of the doctors who appeared before the commission that the longer the periods of relief the better, and that periods of less than fifteen and twenty minutes were of little value.

In the arrangement as come to before the commission, the total number of working hours was fixed at seven, spread over a period of nine hours, divided as follows : 2 hours work, ½ hour relief, 1½ hours work, 1 hour intermission, 2 hours work ½ hour relief and 1½ hours work. The relief provided by this arrangement is, we think, sufficient. On the other hand, the total length of working day, all circumstances considered, is, we think, still too long. In our opinion a day of six working ours spread over a period of from 8 to 8¾ hours, and under as favourable conditions as may be expected in an exchange doing a large business is quite long enough for a woman to be engaged in this class of work, if a proper regard is to be had for the effect upon her health. We believe that medical men would favour a still shorter time, and would certainly contend that a longer period would prove injurious. If such a total working time were agreed upon the periods of work should be made not to exceed 1½ hours at a stretch, in which event the periods of relief might be fixed at twenty minutes, and the intermission for those who desired it placed at two hours or an hour and a half, instead of one. This arrangement would enable operators living at a distance from the exchange to go home for their meals instead of being obliged to take them hurriedly, to bring them with them to the exchange, or obtain them at a restaurant in the city. It would help too, to meet what is an objection to the half-hour relief where operators are not provided with suitable accommodation in the way of grounds or rooms for recreation, by removing the temptation for operators to leave the company's premises to spend the time shopping or on the streets, while with the shorter work period the shorter reliefs would prove as adequate for rest. The day in this respect, while somewhat resembling, would exceed that of the school teacher by an hour, and the work would be carried over six instead of five days in the week. The element of strain is greater, we believe, in telephone operating than in teaching, and it is pretty generally admitted that the hours of teachers are quite long enough considering the work they are called upon to do. In addition, with this shortening of total hours and provisions for reliefs, we concur in the recommendation strongly made by nearly all of the physicians that there should be an adequate relieving staff present at all times to meet emergencies and for the purpose of giving quick relief for those needing it. We would recommend that an arrangement along these lines be forthwith adopted at the Toronto exchange.

Whatever the period of working hours may be, overtime, we believe, should be absolutely prohibited, as should also the practice of compelling operators to work a fraction of an hour either before or after the schedule time, with, or as has been customary at the Toronto exchange, without compensation.

In most occupations in which women are engaged, where payment is by the week or month, as is the case with many factory employees, shop girls and stenographers, there is no Sunday labour. It is, moreover, a common practice in these occupations for a portion of a day, in one day of the week, to be granted as a half-holiday. Where the remuneration is fixed at so much per week or month, this time, which the employee has for herself, is usually taken for granted. In

the case of the telephone operators at Toronto, a half-holiday on one of the working days of the week does not seem to have been the regular practice, and Sunday labour appears to have been engaged in on a certain number of Sundays in the year by operators who received an additional allowance for this work. We believe that work on seven days in the week should be prohibited, and that in no case should an operator be permitted, after having worked six days, to enter upon a subsequent day's work until after a break of at least twenty-four hours. We believe, moreover, that the weekly half-holiday in addition, is, in every way, as necessary and desirable in this occupation as in any of the occupations in which it is to be found at the present time.

It was with regret that in looking over the exhibits we found a report from one of the officers of the company recommending the doing away with the customary two weeks' holiday during the year, as a means of effecting a further economy in the company's business. We were pleased to learn that this recommendation had not been acted upon, and that both the local manager and general superintendent strongly disapproved of the adoption of any such course.

We believe that seventeen is too young an age for a girl to enter upon the duties of telephone operating, and would recommend that young women should be prohibited from entering this class of employment until they have completed their eighteenth year. We would also recommend that before being accepted by the company, operators should be required to pass an examination as to their health, especially as to their nervous system, throat, lungs, sight, hearing and tendency towards tuberculosis. These recommendations are strongly supported by the medical testimony. We would also mention as matters deserving of special consideration by the company the following improvements suggested by some of the medical witnesses.

The construction of the switchboard so as to do away with the necessity of far-reaching, the perfecting of the lighting of the switchboard and devices used for discovering the numbers; the sterilizing of the mouthpiece used by operators each day, instead of once in two or three months, and providing of each operator with headgear for her exclusive use ; the construction of the seats so as to make them more comfortable, and so as to permit of an operator standing, the operators not to be required to be seated continuously; a more effective and better ventilation of the operating room.

THE LISTENING BOARD.

During the taking of evidence, it was stated that there was, in connection with the main exchange, a listening or observation board or desk where the operator could cut in on any line in the telephone office and listen to the conversation taking place on such line. This listener was used as a part of the telephone system for the sole purpose, it was alleged, of benefiting and perfecting the service, to ascertain whether the telephone obtained for purely private house purposes was, as a matter of fact, being used for business purposes; also to ascertain the causes of any defects in the service, in order that such might be remedied ; the manner in which the operator answers, wrong numbers, bell clicking, persons rung up when not wanted, slow answering, slow disconnections, line out of order, and all matters relating to service. Mr. Dunstan claimed that this board was never used for improper purposes. It was, however, used in such a manner that the persons holding conversations were not aware that they were being listened to, and their conversations at times taken down and recorded.

Experienced operators were selected for this work, those who understood the system in all its details, and what troubles were likely to arise and able to detect them. It was stated that this operator was usually given from one to ten lines a day to attend to, while the operators on the local board had an average of 100 lines, the reason being that the operator on the listener was placed there for the

express purpose of listening to conversations, and record the whole or parts of same in writing, while the operators on the other boards, if attending to their duties, had no time to listen to conversations. It was shown that operators could and did improperly use lines other than those given to them by Mr. Maw, and that conversations overheard in this way were repeated among the operators. Mr. Maw stated that he heard rumours of people thinking the operators had overheard something, but that he had been unable to trace it, although he had made the strictest investigation. While this work was stated as being a most important part of the telephone system, yet the five-hour system had not been made applicable to it.

The commissioners quoted from the evidence offered on this point by Mr. Maw, the Inspector of Service in Toronto, and proceeded then as follows, these paragraphs being the final sentences of their report:—

Now that the fact that leakages of information obtained by means of the listener have been admitted, we would recommend that the criminal laws applicable to news improperly obtained or divulged by telegraph operators or officials be amended so as to apply to telephone companies.

PERMANENT BOARD OF CONCILIATION RECOMMENDED.

In conclusion we would say, that in our opinion many of the difficulties inevitable to the successful operation of a large telephone exchange might be overcome, and harmonious relations between the company and its employees promoted, were a permanent board of conciliation established, composed of representatives of the officials of the company and its operators, to which board questions concerning arrangement of hours, reliefs, overtime, discipline and the like might be referred at stated intervals, an appeal to be had to the head officers of the company where matters in dispute might fail of successful settlement before the board.

The evidence and our findings refer principally to the Toronto Main Exchange, the work of which is much heavier than that of the branch exchanges, and, in our opinion, heavier than that of exchanges in other cities in Canada.

The report was signed by W. L. Mackenzie King and John Winchester, as commissioners, and was dated at Toronto, August 27, 1907. ,

XI.—FAIR WAGES ON PUBLIC CONTRACT WORK.

The work of the Fair Wages Branch of the department was continued throughout the year, the number of schedules prepared by the special officers detailed for the purpose being 222, a considerable increase over the number prepared during the preceding year even when allowance is made for the fact that the proceding year contained only nine months, the total number represented by the fiscal year 1906-07 being 150. Of the total of 222 for the fiscal year covered by the present report, 95 schedules were prepared for the Department of Public Works, 93 for the Department of Railways and Canals, 23 for the Department of Marine and Fisheries, and 11 for the Department of Militia and Defence, and a comparison by departments of the figures of the year with those of the preceding year shows that the increase extended over the departments generally.

The resolution on which the work of the Fair Wages Branch of the department is based was passed by the House of Commons in 1900 and is as follows:—

> Mr. Mulock.—That it be resolved, that all government contracts should contain such conditions as will prevent abuses, which may arise from the subletting of such contracts, and that every effort should be made to secure the payment of such wages as are generally accepted as current in each trade for competent workmen in the district where the work is carried out, and that this House cordially concurs in such policy, and deems it the duty of the government to take immediate steps to give effect thereto.
>
> It is hereby declared that the work to which the foregoing policy shall apply includes not only work undertaken by the government itself, but also all works aided by grant of Dominion public funds.

The method of working out the resolution has been, as the preceding statement suggests, to have Fair Wages schedules prepared by the officers of the department appointed for that special purpose, inserted in the various contracts for public works controlled by the different departments of the government. These officers visit the various sections of the Dominion as frequently as may be necessary to secure the latest information with regard to current rates of wages and the number of hours worked per day in different classes of labour. Special visits are paid to the point particularly concerned whenever necessary, but for purposes of economy a single journey is made to cover as many requisitions for Fair Wages schedules as possible. The information acquired in these various investigations is carefully filed in the department and has been found of much value for the purposes of the statements published from time to time in the *Labour Gazette* and for answering inquiries continually received in the department from representatives of employees or of workmen's organizations as to labour conditions in particular portions of the Dominion. During the past year, owing to important and sudden economic changes, there have been more than the usual number of enquiries on the subject. Public interest in this branch of departmental work has increased and explanations in detail of its method of operations and of the work accomplished have been furnished to a number of

correspondents. In some instances the department has made investigations of considerable importance to procure information needed by other departments of the government or by public bodies in Canada or elsewhere. Of investigations undertaken and information supplied in this way the following instances may be specially named: information as to rates of wages and cost of living prevailing in Canada supplied at the request of President Gompers of the American Federation of Labour to Mr. G. A. Batten, of Washington and Lee University, Lexington, Va.; correspondence with an employee of the Midland Railway of Canada respecting a claim for wages; information as to wages and cost of living in Canada supplied to the captain of a high school debating team in Brooklyn, N.Y., for use in a debate on reciprocity; information as to rates of wages for labourers and mechanics in British Columbia supplied to the Nicholls Manufacturing Company, Montreal; information respecting wages paid in asbestos mining furnished to *Construction,* a Toronto journal; information respecting wages paid in various trades, particularly printing, bookbinding and engraving, furnished to the Winnipeg Typothetae; information as to changes in hours and rates of wages furnished to Mr. J. J. Cassidey, editor of the *Canadian Manufacturer,* Toronto; information as to wages paid in different centres of Canada and as to cost of living furnished to Mr. A. D. Gunn, Sydney, N.S.W.; information respecting wages of telegraph operators in British Columbia furnished to Mr. R. P. Menzies, Queen's University; information respecting wages and trade conditions furnished to the editor of *Canada,* a London journal; information respecting wages of mechanics and labourers furnished to Mr. P. McKraney, Stettler, Alta., &c.

The total number of Fair Wages schedules prepared by the department since its inception in 1900 is 1,157, of which almost one half has been for the Department of Railways and Canals, and over one third for the Department of Public Works. During the year also supplies were furnished to the Post Office Department to the extent of $187,844, under conditions intended to protect the interests of labour and were approved by the Department of Labour before the contracts involved were accepted. The contractors tendering in connection with such supplies were obliged to submit a statement of the rates of wages which they agreed to pay to the workmen to be employed upon the work in the event of the tender being accepted; also a statement of the number of hours per day which the workmen would be required to work. The more important of the contracts of the year in the Post Office Department were as follows:—Supplying mail bags, $64,357.39; making up and supplying articles of official uniforms, $36,268.58; making and repairing post office seals, $23,113; repairing mail bags, $15,046.54; repairing mail locks, and supplying mail bag fittings, $13,420.95; supplying portable letter boxes and repairing parcel receptacles, portable tin boxes, and railway mail clerks' tin boxes, $11,257.58. In all these and other tenders for the Post Office Department, where the rates named by the tenderer for hours and wages appeared to the Department of Labour to be unfair, the tenderer was informed of the minimum rate regarded as fair for the work to be done, and that the tenderer would not receive consideration unless an assurance was given that such rates would be conceded.

The department has reason to believe that the example of the Dominion in respect to its fair wages policy is receiving increased attention continually on the part of the general public. During the year the city of Winnipeg, Man., has made Fair

Wages regulations with respect to its public works, based on the principle of the Dominion resolution and operated largely on the same lines. The province of Quebec also has obtained from the department all information relating to this aspect of departmental work and, as stated in the preceding annual report, the province of Manitoba has definitely adopted the Fair Wage principle and has appointed an officer to carry out the regulations based thereon.

The following tables show the number of schedules arranged by provinces prepared by the Fair Wages officers during the fiscal year 1907-8, also the number of schedules, arranged by years, prepared since the establishment of the department in 1900:—

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, VIII. A. R. No. 8

STATISTICAL TABLE SHOWING BY PROVINCES THE 'FAIR WAGES' SCHEDULES PREPARED BY THE DEPARTMENT OF LABOUR, FOR DEPARTMENTS OF THE GOVERNMENT DURING THE FINANCIAL YEAR ENDING MARCH 31, 1908.

Department of Government.	Nova Scotia.	New Brunswick.	P. E. Island.	Quebec.	Ontario.	Manitoba.	Saskatchewan and Alberta.	British Columbia.	Yukon.	Total.
Public Works	16	9	2	26	29	4	6	3	...	95
Railways and Canals*	25	22	4	27	15	...	...	...	...	93
Marine and Fisheries	9	3	...	2	6	...	...	3	...	23
Militia and Defence	4	...	...	...	5	..	1	1	..	11
Total	54	34	6	55	55	4	7	7	...	222

*Two schedules prepared, locality not mentioned.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, VIII. A. R. No. 9.

STATISTICAL TABLE OF 'FAIR WAGES' SCHEDULES PREPARED BY YEAR BY THE DEPARTMENT OF LABOUR FOR DEPARTMENTS OF THE GOVERNMENT DURING THE PERIOD JULY, 1900, TO MARCH, 1908, INCLUSIVE.

	1900–1	1901–2	1902–3	1903–4	1904–5	1905–6	1906–7	1907–8	Totals
Department of Public Works	63	13	11	116	72	41	53	95	464
" Railways and Canals	...	1	50	89	153	95	84	93	565
" Marine and Fisheries	...	17	12	18	21	8	10	23	109
Other departments	...	...	...	...	2	3	3	11	19
Total	63	31	73	223	248	147	150	222	1,157

CONTRACTS AWARDED DURING 1907-8 CONTAINING FAIR WAGES SCHEDULES.

The following is a list of the contracts awarded by the several departments of the government, for which fair wages schedules have been requested and supplied by the fair wages officers of the Department of Labour during the financial year ended March 31, 1908, together with a statement of the nature of the work contracted for, the locality in which it was to be performed, the dates at which the contracts were awarded, the amount of the contracts, and the page and number of the *Labour Gazette* in which copies of the several schedules appeared.

LIST OF CONTRACTS FOR WHICH FAIR WAGES SCHEDULES WERE REQUESTED BY THE DEPARTMENT OF PUBLIC WORKS AND PREPARED BY THE DEPARTMENT OF LABOUR, SHOWING ALSO AMOUNT OF CONTRACT, DATE AT WHICH AWARDED AND WHERE FAIR WAGES SCHEDULE PUBLISHED, FOR THE FINANCIAL YEAR ENDING MARCH 31, 1908.

Nature of Work.*	Locality	Date at which schedule supplied by Department of Labour.	Date of Contract.	Amount of Contract.	Issue of Labour Gazette in which Fair Wages schedule was published.	
				$ cts.	Vol.	Page.
Armoury building	Medicine Hat, Alta	April 15	Nov. 5, '07	16,600 00	8	717
Public building	Bridgewater, N.S.	" 15	Oct. 3, '07	23,500 00		
" "	Lachute, Que	" 15	Nov. 22, '07	14,971 00	8	718
" "	Magog, Que	" 15	May 27, '08	19,940 00		
Dredging the harbour	Midland, Ont	May 1	July 9, '07	Rock, $2.25 per cu. yd. Other material, 26c per cu. yd.		
Public building	Westville, N.S.	April 23	Sept. 14, '07	12,997 00	8	470
Drill hall	Sherbrooke, Que	" 29	Nov. 7, '07	82,500 00	8	718
Extension to wharf	Chicoutimi, Que	May 14	Jan. 27, '08	52,500 00	8	1238
Construction of wharf	Agnès, Beauce Co., Que	" 20	Oct. 23, '07	4,600 00		
Extension to Rideau Hall	Ottawa, Ont	June 10	Not execut'd			
Buildings at Royal Astronomic Observatory	" "	" 10	Not execut'd			
Public building	Simcoe, Ont.	" 18	Jan. 15, '08	25,400 00		
Extension to wharf	McPherson's Cove, P.E.I.	July 6	Nov. 5, '07	4,289 00	8	717
Extension to breakwater	St. Peter's, P.E.I.	" 6	Oct. 30, '07	13,500 00	8	717
Construction of landing pier	St. Ignace de Loyola, Que	" 6	Nov. 18, '07	10,800 00	8	718
Construction of guard rooms, offices and stores at Fort Osborne	Winnipeg, Man.	" 15	Sept. 12, '07	25,475 00	8	469
Extension of landing pier	Breton Cove, N.S.	" 22	Oct. 28, '07	5,788 00	8	717
Remodelling and enlarging of ferry wharf	Dalhousie, N.B.	" 22	Nov. 14, '07	9,840 00	8	718
Hospital cottages	Quebec, Que	" 26	Not execut'd			
Post office building	Montreal, Que	" 26	Oct. 12, '07	487,537 00	8	569
Public building	Kincardine, Ont.	" 17	Nov. 29, '07	17,700 00	8	847
Addition to post office building	Toronto, Ont.	Aug. 15	" 30, '07	19,694 00	8	847
Public building	Glencoe, Ont.	" 1	Not execut'd			

* The list is here given in the order in which the requests for schedules were received at the Department of Labour.

LIST OF CONTRACTS FOR WHICH FAIR WAGES SCHEDULES, &c.—*Continued.*

Nature of Work.*	Locality.	Date at which schedule supplied by Department of Labour.	Date of Contract.	Amount of Contract.	Issue of Labour Gazette in which Fair Wages schedule was published.	
				$ cts.	Vol.	Page.
Extension to breakwater	Cape St. Mary, N.S.	July 27	Nov. 23, '07	9,735 00	8	719
Construction of a breakwater	Selma, Hants Co., N.S.	" 27	Nov. 23, '07	6,958 00	8	847
" "	Tancook Island, N.S.	" 27	Nov. 15, '07	20,670 00	8	718
Concrete ice pier	St. Paul de Joliette, Que.	Aug. 2	Jan. 10, '08	4,850 00	8	1003
Alterations to post office building	Halifax, N.S.	July 29	July 18, '08	94,000 00	9	189
Construction of detention hospital	Victoria, B.C.	Aug. 30	Jan. 23, '08	63,140 00	8	1005
Construction of a wharf	McPherson's Cove, N.S.	" 2	Sept. 19, '08	3,973 00		
Construction of a concrete wharf	Sand Point, Ont.	" 21	Dec. 19, '07	6,254 00	8	848
Additions to military stores building	St. John, N.B.	Sept. 4	Nov. 1, '07	19,986 00	8	717
Extension to wharf	Petewawa, Ont.	Aug. 22	Not execut'd			
Construction of a pile wharf	Piché Point, Que.	" 24	Feb. 5, '08	8,700 00	8	1141
Extension to public wharf	Lion's Head, Ont.	" 31	Dec. 6, '07	6,990 00	8	847
Dredging and extension of wharf	Southampton, Ont.	" 31	" 6, '07	41,000 00	8	848
Construction of ice piers	St. Jacques River, Que.	Sept. 5	" 24, '07	7,023 00	8	849
Construction of a wharf	Pointe a Brousseau, Que.	" 5	Not execut'd			
Construction of a dam across Montreal River	Latchford, Ont.	Aug. 26	Not execut'd			
Construction of wall and iron fence and guard rooms at Royal Mint	Ottawa, Ont.	Sept. 4	Sept. 18, '07	43,529 00		
Extension of breakwater	Great Salmon River, N.B.	" 5	Nov. 27, '07	6,990 00	8	719
Construction of a wharf	Port Royal, N.S.	" 5	Mar. 23, '08	4,775 00	8	1238
Extension of wharf	St. Siméon de Charlevoix, Que.	" 5	Dec. 18, '07	16,900 00	8	848
Construction of a landing pier	Chute a Blondeau, Ont.	" 4	April 29, '08	6,500 00	8	1460
" a wharf	St. Alphonse, Que.	" 5	Nov. 27, '07	38,350 00	8	719
" a meteorological observatory	Toronto, Ont.	" 4	Jan. 20, '08	91,800 00	8	1004
" a breakwater	Portuguese Cove, N.S.	" 5	Dec. 9, '07	8,940 00	8	848
" examining warehouse	Winnipeg, Man.	" 9	Jan. 10, '08	276,000 00	8	1367
" servants' quarters, R.M.C.	Kingston, Ont.	" 13	" 15, '08	77,939 00	8	1004
" wharf	Rossport, Ont.	" 12	Feb. 6, '08	7,288 00	8	1142
" proposed wharf	White Cloud Island, Ont.	" 12	Dec. 28, '07	4,000 00	8	1003
" " "	Whitney Pier, N.S.	" 16	Oct. 10, '08	9,986 00		
" " extension of breakwater	Meaford, Ont.	" 30	Jan. 21, '08	34,742 87	8	1004
Alterations to post office building	Port Arthur, Ont.	" 26	Dec. 16, '07	7,745 00	8	848
Construction of public building	Maple Creek, Sask.	" 26	Jan. 5, '08	20,600 00	8	1003
" armoury building	Strathroy, Ont.	Oct. 3	Nov. 27, '07	13,471 00	8	847

Construction of public buildings	Ladysmith, B.C	Oct	23	Feb. 3, '08	28,353 00	8	1141
" crib work wharf	St. Amer, Que	"	7	Jan. 28, '08	12,400 00	8	1005
Proposed road protection works	Glace Bay, N.S	"	7	April 23, '08	8,985 00	8	1368
Addition to drill hall	Quebec, Que	"	11	Not execut'd			
Construction of wharf extension	Dorchester, N.B	"	11	Jan. 20, '08	13,478 00	8	1004
Proposed cribwork	Anse à la Barbe, Que	"	11	" 14, '08	11,300 00	8	1004
Construction of public building	Renfrew, Ont	"	30	April 6, '08	24,500 00	8	1368
Extension of public wharf	St. François, Island Orleans, Que	"	30	Feb. 11, '08	16,038 00	8	1142
Construction of wharf	Mill's Point, N.B	Nov.	13	" 6, '08	19,825 00	8	1142
" landing pier	St. Pierre les Becquets, Que	"	22	May 30, '08	5,456 75	9	69
" cottage at quarantine station	Partridge Island, N.B	"	22	Not execut'd			
" training pier	Bonaventure River, Que	"	13	Jan. 29, '08	24,500 00	8	1141
" public building	Markham, Ont	"	20	May 20, '08	6,900 00	8	1460
" "	Plessisville, Que	"	22	Not signed			
" "	Knowlton, Que	"	22	June 22, '08	16,150 00	9	69
Extension to wharf	New Glasgow, N.S	Dec.	13	Mar. 12, '08	3,990 00	8	1238
"	Moncton, N.B	"	23	July 8, '08	14,925 00	9	189
Alterations to post office building	Victoria, B. C	"	26	May 26, '08	14,267 00	9	69
" post office building	Winnipeg, Man	Dec.	26	Not execut'd			
		1908.					
Works at western entrance	Toronto Harbour, Ont	Jan.	2	May 15, '08	495,000 00	8	1460
Alterations to examining warehouse	Montreal, Que	"	13	Not execut'd			
Installation of heating apparatus	Vancouver, B.C	Feb.	4	June 26, '08	10,974 00	9	188
" "	Regina, Sask	Jan.	21	April 29, '08	4,370 00		
" "	Edmonton, Alta	"	22	May 26, '08	448 00	9	68
Alterations to public building	Moosejaw, Sask	"	21	Not execut'd			
" post office building	Gananoque, Ont	"	13	Not execut'd			
Construction of public building	Shelburne, N.S	"	13	Feb. 12, '08	22,500 00	8	1142
" breakwater on south shore	Toronto Island, Ont	"	25	June 8, '08	39,000 00	9	69
" a spur pier	Digby, N.S	Feb.	13	May 22, '08	17,900 00	8	1461
" ice pier	Annapolis River, N.S	"	13	Not signed			
" a wharf	Campbellton, N.B	"	15	May 27, '08	35,475 09	9	69
" magazine building	London, Ont	"	24	Not execut'd			
" "	Toronto, Ont	"	24	Sept. 14, '08	3,467 00		
" wharf	Cap St. Ignace, Que	Mar.	13	Not execut'd			
" breast work	Edmundston, N.B	"	13	May 20, '08	10,440 00	8	1460
" public building	Yorkton, Sask	"	19	Aug. 31, '08	24,200 00	9	439
" "	Dauphin, Man	"	19	Aug. 20, '08	20,330 00	9	329
" "	Magog, Que	"	24	May 27, '08	19,940 00	8	1461
" "	Cookshire, Que	"	24	Oct. 3, '08	13,300 00		
" stable establishment at Royal Military College	Kingston, Ont	"	30	Not execut'd			

*The list is here given in the order in which the requests or schedules were received at the Department of Labour.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, VIII. A. R. No. 11.

LIST OF CONTRACTS FOR WHICH FAIR WAGES SCHEDULES WERE REQUESTED BY THE DEPARTMENT OF RAILWAYS AND CANALS, AND PREPARED BY THE DEPARTMENT OF LABOUR, ALSO AMOUNT OF CONTRACT, DATE AT WHICH AWARDED AND WHERE FAIR WAGES SCHEDULE PUBLISHED, FOR THE FINANCIAL YEAR ENDING MARCH 31, 1908.

Nature of Work.*	Locallty.	Date at which schedule supplied by Department of Labour.	Date of Contract.	Amount of Contract.	Issue of Labour Gazette in which Fair Wages schedule was published.	
					Vol.	Page.
Double tracking, I.C.R.	Moncton to Painsec, N.B	April 23	Aug. 23, '07	Schedule rates	8	324
Removing old timber wall of St. Gabriel Basin and constructing concrete wall	Lachine Canal, Que	" 13	May 6, '07	Schedule rates	7	1,427
Fire alarm apparatus for I.C.R.	Richmond, N.S.	" 23	Oct. 4, '07	$ 859 00	8	570
Construction of railway from Debert Station to Londonderry Mining Company's railway.	Debert to northern terminus, N.S.	" 23	May 20, '07	$3,200 p. mile, not exceeding $6,400 p. mile.	7	1,427
Construction of dam and bridge	Buckhorn, Trent Canal, Ont	May 14	July 2, '07	Schedule rates	8	221
Extension of P. E. I. Railway Wharf	Souris, P.E.I.	" 14	July 23, '07	$55,830 00	8	220
Construction of engine house	Ste. Rosalie, Que.	" 13	Sept. 18, '07	24,575 00	8	472
Heating system in I.C.R engine house	Halifax, N.S.	" 8	Sept. 23, '07	43,000 00	8	472
Construction of ash pit	Chaudiere Junction, Que.	" 8	Aug. 22, '07	Schedule rates	8	324
" "	Rivière du Loup, Que.	" 8	Aug. 22, '07	Schedule rates	8	324
" "	Ste. Flavie, Que	" 8	Aug. 22, '07	Schedule rates	8	324
Excavating pipe line	Charlottetown, P.E.I.	" 14	Feb. 14, '08	Schedule rates		
" "	Springhill Junction, N.S.	" 14	Sept. 30, '07	Schedule rates	8	471
" "	Pirate Harbour, N.S.	" 15	Oct. 4, '07	Schedule rates	8	570
" "	Charlo, N.B	" 15	Sept. 9, '07	Schedule rates		
" "	Trois Pistoles, Que.	" 20	Not execut'd			
" "	Durham Bridge, N.B.	" 20	Sept. 23, '07	Schedule rates	8	471
" "	Doaktown, N.B.	" 20	Sept. 23, '07	Schedule rates	8	471
" "	Antigonish, N.S	" 20	Aug. 22, '07	Schedule rates	8	324
" "	St. Charles Junction, Que.	" 20	Aug. 22, '07	Schedule rates	8	324
Dredging at entrance of Welland Canal	Port Dalhousie, Ont	June 1	June 12, '07	33c per cu. yd.	8	88
Construction of freight shed	Summerside, P.E.I.	May 23	Sept. 13, '07	$5,390 00	8	472
Extension of freight shed	Stella, late St. Eloi, Que.	" 23	Not execut'd			
Moving and remodelling old station	Windsor, N.S.	" 23	Dec. 23, '07	$ 585 00	8	849
Construction of freight shed	Charlottetown, P.E.I.	" 23	Sept. 23, '07	10,200 00	8	472

Construction of a line of railway	Orangedale to Chimney Corner, N.S	June	8	Not execut'd		8	89
" "	" Pt. Habitants and from Pt. Tupper to Caribou Cove, N.S	"	8	Not execut'd		8	89
Heating system in I.C.R. station	Rimouski, Que	"	12	Feb. 1, '08	$1,125 00	8	1,239
Extension of freight shed	St. Eloi, Que	"	4	Not execut'd			
" wharf	Dalhousie, N.B	"	12	Sept. 9, '07	Schedule rates		
Erection of dwelling for agent	Bear River, P.E.I	"	12	Sept. 9, '07	$1,295 00	8	472
Heating system for I.C.R. buildings	Chatham Junction, N.B	"	12	Not execut'd			
Construction of ash pit	Truro, N.S	May	13	Not execut'd			
" wharf	Mulgrave, N.S	"	13	Sept. 16, '07	Schedule rates	8	471
" ash pit	Halifax, N.S	"	13	Aug. 7, '07	Schedule rates	8	323
Widening Welland Canal	Welland, Ont	June	18	Aug. 22, '07	Schedule rates	8	323
Straightening, deepening and widening channel west of upper entrance	Galops Canals, Ont	"	25	July 25, '07	Schedule rates	8	220
Combined passenger and freight shelter	Green Point, N.B	"	13	Oct. 18, '07	$ 775 00	8	570
Construction of freight shed	St. John, N.B	July	3	Not execut'd			
Extension to engine house	Newcastle, N.B	June	29	March 5, '08	$22,790 00	8	1,240
" Cunard Wharf	Halifax, N.S	July	2	Not execut'd			
" freight shed	Mulgrave, N.S	June	29	Oct. 24, '07	$ 750 00	8	570
Construction of stores and office buildings	Truro, N.S	"	29	Oct. 18, '07	10,960 00	8	571
" station building	Cedar Hall, Que	July	5	Feb. 13, '08	4,800 00	8	1,239
" machine shops	Rivière du Loup, Que	"	2	March24, '08	89,874 00	8	1,241
" Section 2, Holland River division	Trent Canal, Ont	"	2	Feb. 12, '08	Schedule rates	8	1,239
Construction of extension to south pier at upper entrance of canal	Sault Ste. Marie, Ont	"	5	Oct. 18, '07	Schedule rates	8	569
Substructure of swing bridge over Welland Canal	St. Catharines, Ont	July	29	Not execut'd			
Construction of Section 5, Ontario Rice Lake Division	Trent Canal, Ont	"	23	Sept. 28, '07	Schedule rates	8	470
Highway bridge over Clement's gully	Cascades Pt. Soulanges Canal, Que	"	27	Aug. 22, '07	$6,375 00	8	323
Substructure of swing bridge over Clement's gully	" "	"	27	Oct. 8, '07	Schedule rates	8	569
Construction of a pipe line	Newcastle, N.B	"	22	Nov. 8, '07	Schedule rates	8	719
Building an electric light line	Between Westville and New Glasgow, via Stellarton, N.S	"	29	Not execut'd			
Construction of power house, gas producer house, transformer and shelter and lumber dry kiln	Moncton, N.B	"	27	Oct. 22, '07	$41,400 00	8	571
Switching consolidation and passenger locomotive for I.C.R.	No special point named	Aug.	2	Not execut'd			
Wiring of new I.C.R. station	Sackville, N.B	"	2	Oct. 4, '07	$415 00	8	570
Timber sheds and extension to workshops of the Soulanges Canal	Cascades Pointe, Que	"	2	March 3, 08	(Sheds $6,750 (Shops 2,500		
Extending and remodelling of station	Dalhousie, N.B	"	17	Dec. 16, '07	$1,395 06	8	850
Repairs to I.C.R. station	St. Alexandre, Que	"	23	Dec. 3, '07	849 00	8	850
Construction of Section 1 of Ontario Rice Lake division	Trent Canal, Ont	"	15	March 10,'08	Schedule rates	8	1,240
Electric wiring of passenger station	Amherst, N.S	"	17	June 26, '08	$1,315 00	9	70
Construction of line of railway	Yamaska to Lotbinière, Que	"	27	Not execut'd			
Hot air heating apparatus at new shops	Moncton, N.B	Sept.	9	Jan. 22, '08	5,765 00		
Improvements for I.C.R.	Ste. Monique, Que	"	24	March 9, '08	3,296 45	8	1,240
Construction of dam at Bobcaygeon	Trent Canal, Ont	"	13	Dec. 3, '07	Schedule rates	8	849
" flour shed and loading platform for I.C.R.	St. John, N.B	"	17	Oct. 18, '07	$22,650 00	8	570

*The list is here given in the order in which the requests for schedules were received at the Department of Labour.

LIST OF CONTRACTS FOR WHICH FAIR WAGES SCHEDULES, &c—*Continued.*

Nature of Work.*	Locality.	Date at which schedule supplied by Department of Labour.	Date of Contract.	Amount of Contract.	Issue of Labour Gazette in which Fair Wages schedule was published.	
					Vol.	Page.
Completion of station building	Cap St. Ignace, Que	Sept. 17	Dec. 24, '07	750 00	8	850
Erection of fencing for I.C.R	Between Windsor and Dartmouth, N.S	" 24	May 11, '08	35c pr rd.		
" "	" Oxford Jct. and Pictou, N.S	" 24	Not execut'd			
" "	" Loggieville and Fredericton, N.B	" 24	May 12, '08	35½c pr rd.		
" "	" Moncton and Newcastle, N. B	" 24				
" "	" Ste. Flavie and Rivière du Loup, Que	" 24	Not execut'd			
Construction of mooring posts on canal	Sault Ste. Marie, Ont	Oct. 8	Oct. 19, '07	$98 50 ea.		
Installation of electric light in station	Dorchester, N.B	" 7	Dec. 27, '07	$400 00	8	849
Electric wiring of station and freight shed	Sydney Mines, N.S	" 7	Not execut'd			
Painting of buildings and bridges on I.C.R. lines	On District 4	" 17	Dec. 23, '07	9¾ per sq. yd.		
	On Districts 1, 2 and 2		Dec. 23, '07	Schedule rates		
	On Districts 13 and 14		Jan. 8, '08	Schedule rates		
	On Districts 5, 6, 8, 9 and 15		Jan. 9, '08	Schedule rates		
	On Districts 11 and 12		Jan. 17, '08	Schedule rates		
Combined station and dwelling for I.C R	Black River Road, N.B	Oct. 25	Dec. 27, '07	Schedule rates	8	849
Construction of freight shed	Ste. Rosalie Jct., Que	Nov. 4	Not execut'd			
Electric wiring of station	Bathurst, N.B	" 22	March 17, '08	$443 00	8	1,240
Construction of Rosedale section	Trent Canal, Ont	" 30	Feb. 24, '08	Schedule rates	8	1,239
" Section No. 1	" "	" 30	March 10, '08	Schedule rates	8	1,240
" " 2	" "	" 30	April 3, '08	Schedule rates		
Building of coal trestle	Mulgrave, N.S	Dec. 13	March 25, '08	$13,995 00	8	1,241
Construction of car cleaners' building	Sydney Mines, N.S	" 16	Aug. 28, '08	840 00	9	330
Erection of a steel bridge	Pine Tree Gut. N.S	" 13	April 2, '08	Schedule rates		
" "	Renous River, N.B	" 13	April 22, '08	Schedule rates	8	1,369
Construction of a wooden trestle	Sydney, N.S	" 16	April 22, '08	Schedule rates	8	1,369
" freight shed	Ste. Flavie, Que	Jan. 11, 1908	June 6, '08	$1,768 00	9	70
Filling in Princess pier with stone	Hadlow, Que	" 10				
Construction of freight shed	Campbellton, N.B	" 17	Sept. 15, '08	$3,990 00		
" Sec. No. 3, Ontario Rice Lake division	Trent Canal, Ont	" 13	April 24, '08	Schedule rates	8	1,368
Hot water heating system	Springhill Jct., N.S	" 20	Not exceeding			
Extension to Oxford Mountain railway	From Bolton to Masonville, Que	" 21	Feb. 1, '08	$6,400 per mile	8	1,239
Cutting and completing of checks in lower north locks 1 and 2 and guard lock	Lachine Canal, Que	" 21	Feb. 1, '08	$2,490 00	8	1,238
Raising part of St. Gabriel Shed No. 1	Lachine Canal, Que	Feb. 5	April 1, '08	Schedule rates	8	1368
Underpinning and reconstructing wall of side Basin No 1, north wall of Basin No. 2; also paving wharf behind walls	"	" 20	" 20, '08	"	8	1368

*The list is here given in the order in which the requests for schedules were received at the Department of Labour.

CONTRACTS IN WHICH GENERAL CLAUSE COVERING FAIR WAGES WAS INSERTED.

In addition to the above schedules several contracts were awarded by the Department of Railways and Canals, in which was inserted on the recommendation of the Department of Labour the following clause for the protection of workmen, viz. :—

> All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for, shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property, or in the case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour, whose decision shall be final.
>
> These conditions shall extend and apply to moneys payable for the use or hire of horses or teams, and the persons entitled to payment for the use or hire of horses or teams shall have the like right in respect of moneys so owing to them as if such moneys were payable to them in respect of wages.
>
> In the event of default being made in payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and if a claim therefor is filed in the office of the Minister of Railways and Canals and proof thereof satisfactory to the minister is furnished, the minister may pay such claim out of any moneys at any time payable by His Majesty under such contract, and the amounts so paid shall be deemed payments to the contractor.

The contracts in which the above clause was inserted were as follows:—

Painting on Districts 1, 2 and 3, I. C. Ry.; date of contract, December 23, 1907; amount of contract, schedule rates.

Painting on District No. 4, I. C. Ry.; date of contract, December 23, 1907; amount of contract, schedule rates.

Painting on Districts 5, 6, 8, 9 and 15, I. C. Railway, date of contract, January 9th, 1908; amount of contract, schedule rates.

Painting on District No. 11—Truro to Pictou Landing—and on District No. 12—Oxford Junction to Stellarton—I.C. Railway; date of contract, January 17th, 1908. Amount of contract, per square yard, buildings, 12c.; bridges, 10c.

Painting on District No. 13—New Glasgow to Mulgrave—and on District No. 14—Point Tupper to Sydney—I. C. Railway; date of contract, January 8th, 1908; amount of contract, per square yard, buildings, 12c.; bridges, 11c.

LIST OF CONTRACTS FOR WHICH FAIR WAGES SCHEDULES WERE REQUESTED BY THE DEPARTMENT OF MARINE AND FISHERIES AND PREPARED BY THE DEPARTMENT OF LABOUR, SHOWING ALSO AMOUNT OF CONTRACT, DATE AT WHICH AWARDED, AND WHERE FAIR WAGES SCHEDULE PUBLISHED, FOR THE FINANCIAL YEAR ENDING MARCH 31, 1908.

Nature of Work.*	Locality.	Date at which Schedule supplied by Department of Labour.	Date of Contract.	Amount of Contract.	Issue of Labour Gazette in which Fair Wages Schedule was published.	
				$ cts.	Vol.	Page.
Wooden lighthouse tower	Little Belledune, N.B.	Mar. 27....	Mar. 20 '07	1,100 00	8	221
Reinforced concrete gas beacon	Spruce Island, Ont.	April 29....	April 23, '07	12,875 00	8	221
Wooden lighthouse	Poste St. Martin, Que.	May 14....	" 16, '07	597 00	8	221
Wooden dwelling house for engineer of fog alarm station	Cranberry Island, N.S.	" 14....	" 25, '07	2,200 00	8	323
Two wooden lighthouse towers	Glace Bay, N.S.	June 10....	June 3, '07	1,375 00	8	221
Wooden lighthouse tower and shelter shed	Fourche Head, N.S.	July 22....	July 5, '07	700 00	8	571
" fog alarm building	Ward Point, Rockport, N.B.	" 23....	Aug. 19, '07	419 00	.....	.....
" lighthouse tower	Port Greville, N.S	" 23....	July 19, '07	790 00	.....	.....
" " "	Mitchmer Point, Avon River, N.S	" 23....	Jan. 4, '08	2,050 00	9	189
" " "	Bass River, N.S.	" 23....	July 15, '07	450 00	8	323
" " and dwelling combined	English Point, Que.	" 22....	Not execu'ed Done by day labour.			
Fog alarm building	Hope Island, Georgian Bay, Ont	Aug. 8 ...	" "			
Wooden marine hospital	Bunker Island, N.S.	" 2....	July 15, '07	7,285 00	8	571
" fog alarm building	Cape Spencer, N.B.	" 17....	Sept. 27, '07	2,650 00	8	719
" " "	Porphyry Point, Ont.	" 13....	.....	.....	.....	.....
Two wooden lighthouse towers	Amherst Basin, N.S.	" 17....	Oct. 9, '07	2,300 00	8	851
Work not mentioned	Parry Sound, Ont.	Oct. 4....	Sept. 27, '07	39,700 00	8	571
Fog alarm building	Cabot Head, Georgian Bay, Ont	Nov. 7....	Dec. 7. '07	2,463 00	8	1142
		1908.				
Halifax dry dock, hours of labour, &c	Halifax, N.S.	Jan. 20....	.....	.....	.....	.....
Work not mentioned	Solander Island, B.C.	Feb. 24....	Not execu'ed			
" "	Triangle Island, B.C	" 24 ...	"			
" "	Prince Rupert, B.C	" 24....	"			
Lighthouse tower	Copper Mine Point, Ont.	Mar. 28....	April 1, '08	1,200 00	9	190

LIST OF FAIR WAGES SCHEDULE REQUESTED BY THE DEPARTMENT OF MILITIA AND DEFENCE, AND PREPARED BY THE DEPARTMENT OF LABOUR DURING THE FINANCIAL YEAR ENDING MARCH 31, 1908.

		1907.				
Work not mentioned	Westville, N.S	Nov. 22				
" "	Brockville, Ont	" 26				
" "	Kingston, Ont	Mar. 17				
" "	Truro, N.S	" 13				
" "	Amherst, N.S	" 14				
" "	Parrsboro, N.S	" 13				
" "	Nelson, B.C	" 17				
" "	Fort William, Ont	" 17				
" "	Pembroke, Ont	" 24				
" "	Petewawa, Ont	" 24				
" "	Edmonton, Alta	" 28				

* The list is here given in the order in which the requests for schedules were received at the Department of Labour.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, VIII. A. R. No. 14.

LIST OF SUPPLIES FURNISHED THE POST OFFICE DEPARTMENT BY CONTRACT OR OTHERWISE, UNDER CONDITIONS FOR THE PROTECTION OF THE LABOUR EMPLOYED, WHICH WERE APPROVED OF BY THE DEPARTMENT OF LABOUR DURING THE FINANCIAL YEAR ENDING MARCH 31, 1908.

Nature of Order.	Amount of Order.
	$ cts.
Making and repairing metal dating and other stamps and type, and brass crown seals	7,810 77
Making and repairing rubber dating and other hand stamps and type	734 05
Supplying stamping material, inclusive of making and repairing pads, also wooden boxes, and post marking and cancelling ink	15,472 60
Making and repairing post office scales	23,113 00
Supplying mail bags	64,357 39
Repairing mail bags	15,046 54
Repairing mail locks, and supplying mail bag fittings	13,420 85
Supplying portable letter boxes and repairing parcel receptacles, portable tin boxes, and railway mail clerks' tin boxes	11,257 58
Miscellaneous orders for making and repairing postal stores	363 10
Making up and supplying articles of official uniforms	36,268 56
Total	187,844 44

INVESTIGATION OF COMPLAINTS ARISING OUT OF ALLEGED NON-COMPLIANCE WITH CONDITIONS INSERTED IN GOVERNMENT CONTRACTS FOR THE PROTECTION OF LABOUR.

On August 30, 1907, effect was given by order in council to two recommendations made in previous reports of the department. (1) Regarding the posting in a conspicuous place on the public works under construction, the schedule of wages inserted in contracts for the protection of workmen employed; and (2) regarding the keeping by contractors of a record of payments made to workmen in their employ, the books or documents containing such record to be open for inspection by the Fair Wages officers of the government at any time it may be expedient to the Minister of Labour to have the same inspected.

The full text of the order in council is as follows:—

The Governor General in Council to more effectively further the purpose of the Fair Wages Resolution of the House of Commons, of Canada, of March, 1900, which reads as follows:—'That it be resolved that all government contracts should contain such conditions as will prevent abuses, which may arise from the sub-letting of such contracts, and that every effort should be made to secure the payment of such wages as are generally accepted as current in each trade for competent workmen in the district where the work is carried out, and this House cordially concurs in such policy, and deems it the duty of the government to take immediate steps to give effect thereto. It is hereby declared that the work to which the foregoing policy shall apply includes not only work undertaken by the government itself, but also all works aided by grant of Dominion Public Funds,' is pleased to order and it is hereby ordered that hereafter all government contracts to which the said resolution applies shall contain the following clauses:

1. Contractors shall post in a conspicuous place on the public works under construction, the schedule of wages inserted in their contracts for the protection of the workmen employed.

2. Contractors shall keep a record of payments made to workmen in their employ, the books or documents containing such record shall be open for inspection by the Fair Wages Officers of the government, at any time it may be expedient to the Minister of Labour to have the same inspected.

(Signed) RODOLPHE BOUDREAU,
Clerk of the Privy Council.

With these additional safeguards to workmen employed by contractors on public works, the enforcement of the resolution has been greatly simplified.

During the past fiscal year the Department of Labour received from eleven different sources complaints arising out of the alleged non-compliance with conditions inserted in public contracts for the protection of labour, nine of which were made the subject of special investigation by the Fair Wages officers of the department. The two remaining complaints were satisfactorily adjusted by the contractors, on the facts, as stated to the department, being communicated to them. All these complaints had special reference to the alleged non-payment of the proper rates of wages, two complained also of excessive hours of labour, while another alleged that a contractor was employing common labour to do work which should have been performed by structural iron workers, the men so employed being paid common labourers' wages instead of the rate which was fixed in the schedule attached to the contract for structural iron workers. One complaint had not been investigated at the close of the fiscal year.

The first complaint in the fiscal year to reach the department was that from the from the stonecutters employed on the construction of a post office building at Medicine Hat, Alta., who alleged that they were being paid below the current rate, and that they were compelled to work 10 hours per day, while 8 hours prevailed in the locality. On the nature of the complaint being communicated to the contractors for the work, the latter made a satisfactory settlement with the men.

Another complaint settled in the same manner was that of two builders' labourers employed on the construction of a building at Fort Osborne Barracks, in the city of Winnipeg, Man. The complainants alleged non-payment of the proper rate of wages as set forth in the Fair Wages Schedule attached to the contract. The contractors were communicated with and advised as to the nature of the complaint. On the facts being brought to their attention they agreed to settle with the men.

Several of the complaints were from men employed as builders' labourers and who, it was alleged, were being paid by contractors at the rates set down for common labourers in the schedules attached to the contracts. Of these, two were in connection with the contract for a building at Fort Osborne, Winnipeg, Man.; two in connection with St. Boniface post office building; one in connection with the North End post office building, Winnipeg, Man., and one in connection with armouries building at Hamilton, Ont. One of these complaints covered three contracts, being for Fort Osborne Barracks building, North End post office building, Winnipeg, Man., and St. Boniface post office building. One of the Fair Wages officers of the department was sent to investigate this complaint, but as the parties affected did not come forward to

make good their claims, it was impossible to proceed with the investigation. Two other complaints, one in connection with St. Boniface post office building, and the other in connection with the building at Fort Osborne Barracks, were settled by the contractors agreeing to pay the claims made by the men. Regardingthe complaint against the contractor for the armouries building at Hamilton, Ont., an investigation by one of the Fair Wages officers showed that the claims of five men, amounting to $127.55, were valid and should be paid; this course was accordingly recommended to the department affected, and the moneys due were subsequently paid by the contractor, save in the case of one of the complainants who it was alleged could not be found.

An investigation into the complaint against the contractor for the I.C.R. terminal buildings at Halifax, N.S., showed that one workman had been underpaid in the sum of $10.50, and the contractor concerned paid this sum in settlement of the complaint.

In the case of the complaint against the contractor for the Flour Sheds on the I.C.R. at St. John, N.B., the officer sent to investigate arranged a satisfactory settlement between the contractor and complainants.

It was alleged that the contractors for two hopper scows at Victoria, B.C., were not paying ship carpenters the prevailing port wages and observing the working hours of the port. An investigation by one of the Fair Wages officers showed the complaint to be unfounded.

In connection with the complaint against the contractors for the post office building at Montreal, Que., by certain carpenters and stonecutters, alleging non-compliance with the rates of wages as set forth in the schedule attached to the contract, one of the Fair Wages officers made an investigation, and reported that the contractors had agreed to settle the claims of two carpenters amounting to $3.15, and that of one stonecutter for $8.25. This settlement was satisfactory.

Another complaint from Montreal, Que., was that against the contractor for the cutting of cheeks for lock masonry for the installation of Manny's Gate on Lachine canal. The complainant alleged non-payment of the rate of wages specified in the contract for stonecutters. The complaint was investigated by an officer of the department, who reported that $8.20 was due to the complainant, being the difference between the amount he had received and that which he would have received had payment been made in accordance with the terms of the contract. He further recommended that the amount be deducted from moneys due to the contractor to settle the claim.

The remaining complaint was against certain firms in Ottawa having contracts with the Department of Militia and Defence for the supplying of leather belts, frogs for bayonets, leggings, saddles and bridles, alleging their manufacture under unfair conditions. The investigation into this complaint was unfinished at the close of the fiscal year.

In every case where a complaint was made to the Department of Labour, it was immediately referred to the department of the government in control of the contract, and at the request of the department affected an investigation by one of the Fair Wages officers was made, whose report having been submitted to the Minister of Labour, was subsequently transferred, along with the recommendation of the Department of Labour to the department which had awarded the contract under which claim was being made.

The experience of the department has been that as a rule contractors are disposed to deal fairly with workmen, as evidenced by the small number of complaints received

during the year regarding the non-fulfillment of their obligations in respect of the labour conditions inserted in their contracts.

The following table will show the nature of the investigations which have been made by the Fair Wages officers of the department during the year ended June 30, 1906, into complaints received at the department, the nature of the claims presented, the department of the government affected, and the disposition made of the several claims:—

TABLE SHOWING NATURE AND RESULTS OF INVESTIGATIONS MADE BY THE FAIR WAGES OFFICERS DURING THE FINANCIAL YEAR ENDED MARCH 31, 1908.

Complaint received.	Locality and Public Work.	Department affected.	Subject of Investigation.	Disposition.
June 7, '07	Medicine Hat, Alta., Post Office Building.	Public Works.	That contractors were not paying the current rate of wages to stonecutters and were working 10 hours per day, while it was alleged 8 hours prevailed.	Complaint investigated by an officer of the Department and a satisfactory settlement of the differences effected.
June 20, '07	Winnipeg, Manitoba, Fort Osborne Barracks. St. Boniface Post Office Building. North End Post Office Building.	" "	That contractors were paying builders' laborers at a rate lower than that set forth in the Fair Wages Schedule.	Complainants failed to appear before an officer of the Department to substantiate their claims. No further action was taken.
July 3, '07	Hamilton, Ont., Armouries Building.	" "	That contractors were paying builders' labourers 20 cents per hour, while the Fair Wage Schedule stipulated 25 cents per hour.	Complaint investigated by an officer of the Department whose report showed that five workmen had been underpaid in sums respectively of $4.55, $21, $21, $27 and $54. Recommendation was made to the department affected to withhold further estimate payments to the contractor until the claims were settled. The claims were subsequently paid by the contractor save in the case of one man who could not be found.
Aug. 28, '07	Winnipeg, Manitoba, St. Boniface Post Office Building.	" "	That contractors were paying complainant, a builders' labourer, at the rate of 22½ cents per hour, while the rate set forth in the Fair Wages Schedule was 25 cents.	Complaint investigated by an officer of the Department whose report showed that the contractors had agreed to settle the claim, which amounted to $4.31.
Nov. 10, '07	Winnipeg, Manitoba, Fort Osborne Barracks.	" "	That contractors were paying complainants, builders' labourers, at a rate below that set forth in the Fair Wages Schedule.	On the complaint being explained to the contractors they agreed to settle the claims of the two workmen, amounting to $3.77½ and $5.12½ respectively.
Nov. 16, '07	Halifax, N.S., I.C.R. Terminal Buildings.	Rys. & Canals	That contractor was employing ordinary labourers to do rivetting work at a rate below that set in the Fair Wages Schedule for rush work and that a copy of the Fair Wages Schedule had not been posted on the works as required.	Complaint investigated by an officer of the Department whose report showed that the claim of one workman, amounting to $10.50, was valid. The contractor subsequently settled the claim.

Dec. 31, '07	St. John, N. B., Flour Sheds on the I.C.R.	" "	That the contractor refused to pay carpenters the rate of wages set forth in the Fair Wages Schedule.	Complaint investigated by an officer of the Department who reported that an amicable settlement had been arranged between the workmen and contractor.
Jan. '08	Victoria, B. C., Hopper Scows.	Public Works.	That the contractor refused to conform to the prevailing port wages and hours of labour.	Complaint investigated by an officer of the Department whose report showed that the same was not well founded. No action taken.
Jan. 30, '08	Montreal, Que., Post Office Building.	" "	That certain stonecutters and carpenters were not paid in accordance with the rates as set forth in the Fair Wages Schedules.	Complaint investigated by an officer of the Department who reported that the contractor had agreed to settle the claims of two carpenters, being for $1.05 and $2.10, and that of one stonecutter for $8.25.
March 5, '08	Montreal, Que., cutting cheeks for lock masonry, Lachine Canal.	Rys. & Canals	That the contractor for the "cutting of cheeks in lock masonry for the installation of Manny's Gate on Lachine Canal" was violating the Fair Wages conditions of his contract.	Complaint investigated by an officer of the Department who recommended that $8.20 be retained from moneys due the contractor, to be paid to complainant, a stonecutter.
March 9, '08	Ottawa, Ont., leather goods.	Militia & Def.	That leather belts, frogs for bayonets, leggings, saddles and bridles were manufactured for the government in Ottawa under unfair conditions.	Investigation not completed at end of fiscal year.

XII.—THE ALIEN LABOUR ACT.

The department continued to receive during the year numerous inquiries respectin the operation of the Alien Labour Act. The changes in this law since its original enactment in 1898 were fully set forth in the Annual Report of the department for last year, together with an account of all proceedings under the Act. The general effect of the changes in the law, as there pointed out, was to make provision whereby it would no longer be necessary to secure the consent of the Attorney General of Canada to institute proceedings under the Act, and authorizing the institution of proceedings by any person on the consent of the attorney general of the province in which the offence was alleged to have occurred, or on that of a judge. The changes were made in consequence of representations that the necessity of obtaining the consent of the Attorney General of Canada before commencing proceedings, was detrimental to the effective working of the Act, and that it was preferable that parties interested in bringing a suit should be enabled to proceed in the local courts without reference to the federal authorities.

The numerous inquiries received during the year concerning the method of operating the Act show that there is still a considerable misunderstanding on the part of the public on this subject. Consequently the department has had to conduct a more or less extensive correspondence by way of explaining to correspondents the operation of the Act.

An unexpected result of the existence of the Act has been the receipt in the department of requests from citizens of the United States that this Act should be enforced in their interests against certain Canadian firms who were alleged to have imported labour from the United States to the detriment of the American firms. This curious situation arises in connection with the canning industry in Ontario. The department has taken no action in such cases beyond carefully explaining the law to those making inquiry.

A summary is appended of the proceedings under the Act during the year.

A QUESTION OF RESPONSIBILITY.

An appeal had been entered by the Corby Distillery Company, in the case of eleven convictions recorded against that firm by the Police Magistrate at Belleville (see *Labour Gazette,* January, 1907). In this case the company was charged by the Canadian Coppersmith's Union with infringing the Act by importing several coppersmiths to perform work under contract. For the defence it was argued that the contract involving the presence of the coppersmiths was let to the Ansonia Copper Company, and that the latter company alone was responsible for the infringement of the Act. The police magistrate after reserving judgment and considering the evidence decided that the Corby Distillery Company was responsible and imposed a fine of $50 and costs in each of eleven charges preferred. An appeal was taken to the county judge and the result was the quashing of ten of the eleven convictions recorded.

The conviction which was sustained was that in regard to the hiring of one Hiett, a mill-wright. Defendants procured one of their employees, Cohen, to secure the services of Hiett, who lived at Peoria, Illinois, U.S.A., and as the result of telegrams passing between Cohen and Hiett, the latter came to Corbyville and went to work for defendants. He was paid the wages he asked and his expenses. The County Court Judge held that this was plainly a violation of the Act, and that the appeal must be dismissed.

With regard to two other of these cases, it was found by the magistrate that of the workmen concerned both were engaged in Canada. After they had been engaged, and some time after they had commenced work, they represented to the defendants that it was customary in such cases for employers in this business to pay travelling expenses. The defendants did so, not as an obligation, but simply as a gratuity. The judge found that the two men, who were aliens, did not come into Canada with an understanding or promise that their travelling expenses should be paid, and consequently that the payment of these expenses did not constitute an offence within the meaning of the Act, and the convictions, so far as they were concerned, should be quashed.

With regard to the remaining convictions appealed against, the facts concerning the employment of the men concerned were as follows: The Ansonia Copper and Brass Co., whose headquarters were at Cincinnati, Ohio, had entered into a contract with the defendants to install a new plant for them, the work consisting of extensive and intricate coppersmiths' work of a new kind. The Ansonia Company was to furnish all the materials and perform all the work. There was no provision as to where this company was to secure workmen. In fact, the matter was not mentioned. The Ansonia Company at different times sent on men who were in their general employ to do the coppersmith work. At the request and for the accommodation of the Copper Co., the defendants, after these men had arrived and commenced work, paid their travelling expenses and also their board while working on the job, but such sums of money so paid out by the defendants were charged against the Ansonia Company upon their contract. The police magistrate held that the Ansonia Company were the agents of the defendants to employ these men to do their work. The county judge held that there was nothing in the evidence to justify such a finding, the men being employed by the Ansonia Company and paid by them. He also held that there was no legal restriction against entering into a contract with a foreign company, and that it was no concern of the parties here as to where such foreign contractor obtains his workmen. If the foreign contractor violates the Act, the remedy is to bring such men before a magistrate, and, if a breach of the law is proved, to deport them. The learned judge further founded himself on the fact that the skilled labour necessary to carry out the work being done by the Ansonia Co., could not, for various reasons, have been obtained anywhere in Canada, and so the cases were on that ground outside the Act. He therefore quashed the eight convictions of the defendants so far as the coppersmiths were concerned.

(Rex v. Corby Distillery Co.; 30th March, 1907; Fralick, Co. J.)

CONVICTION AT BLIND RIVER, ONT.

A conviction under the Act was recorded on June 26, at Blind River, Ont., before Mr. T. E. Williams, of Thessalon, Ont., Police Magistrate, in the case of the Spanish

mills company. Proceedings had been instituted by Mr. B. M. Wylie of Echo Bay, Ont., and an investigation showed that a breach of the law had been committed on April 21, 1906, when the company had prepaid transportation to an alien under contract to work at Spanish Mills, Ont. Owing to the length of time since the breach of the law had occurred, and its being the first charge of an infringement of the Act in the district, Mr. Williams imposed the minimum penalty of $50 with costs. Mr. Wylie, the informant, having, in accordance with section 11 of the Act made application for a proportion of the penalty imposed, the Minister of Labour recommended to the Receiver-General that the maximum proportion of 50 per cent payable under such circumstances be paid to Mr. Wylie, which was subseuently done through the Department of Labour.

(Rex. vs. Spanish Mills Co., June 26, 1907; T. E. Williams, P.M., Thessalon.)

RELATIONS OF ACT TO NEW INDUSTRY.

Two prosecutions under the Act were instituted in September before the Court of Special Sessions at Montreal, by Gustave Francq, President of the Trades and Labour Council of Montreal, and seven actions for penalties of one thousand dollars each were instituted by the same complainant in the Superior Court against the Dominion Car & Foundry Company, Limited, and its officers.

The company pleaded that the establishment of a plant for building steel cars was a new industry not hitherto established in Canada, and that skilled labour for such industry could not be obtained in Canada and that therefore, under the provisions of clause *b* of section 9 of the Act, they were exempted from the provisions of the Act and obliged for the prosecution of such industry to bring skilled steel car builders from the United States.

After reserving his decision for some time Judge Choquet maintained the position of the defence, and held that the manufacture of steel cars was a new industry in Canada and that the defendants had advertised in the Montreal newspapers for, and had made inquiries through their officers, to obtain skilled labour for this purpose, without avail. The learned judge held that while the importation and employment of aliens was prohibited for the protection of the Canadian workingman, the application of the Act could not be pressed so far as to cripple any new industry established in Canada requiring the employment of skilled labour, and that it was not shown that any Canadian workingman skilled in this work had been prevented or deprived from obtaining employment.

(Francq vs. Dominion Car & Foundry Co.; 25th September, 1907; Choquet, J.)

NO GUARANTEE OF EMPLOYMENT.

Mr. Fred. Armstrong was charged in the Police Court, Toronto, with a breach of the law, in that he brought B. M. Johnson, of Philadelphia, to Toronto, to work for W. J. McGuire, Limited, who required men on account of the plumbers' strike. The young man was secured by an agent in the United States, and had his fare paid to Canada.

At the trial counsel for the defence pointed out that the Act made it illegal to make a contract bringing men to Canada but produced a document signed by Johnson, who agreed to come to Toronto without having any employment guaranteed. The document read as follows:—'In reply to an advertisement, I have been informed that

there was a strike among the plumbers and steamfitters at the city of Toronto, Canada, and that I could secure employment by applying to the Employers' Association at that point, but that no contract would be made with me by which I would be guaranteed employment. As I am without means, I have been assisted to the extent of having my fare advanced; otherwise I am leaving this city on my own initiative, for the purpose of seeking employment at my trade.'

Upon the production of this document, and it appearing that no contract for employment had been made prior to the alien leaving the United States, the police magistrate dismissed the case, holding that there was neither an express or implied contract for employment to bring the case within the Act.

(Rex vs. Armstrong; 27th September, 1907; Denison, P.M.)

QUESTION OF LEGALITY OF CONTRACT.

In an action tried in the County Court, Toronto, plaintiff sued defendants for $54, claimed to be due for three weeks' wages. Plaintiff, in giving his evidence, claimed that he had been engaged in New York by defendants for a year at $18 a week; that he was brought to Canada, and that when he had worked for defendants for a short time, he was dismissed. Defendants, while not admitting the truth of plaintiff's story as to the hiring in New York, but denying it, raised the point that accepting plaintiff's story as true, the contract under which he was suing was void under the Alien Labour Act. After some parleying, in the course of which defendan's counsel stated that they had offered plaintiff $30, which he had refused to accept, hoping to get half the fine to be inflicted in a prosecution which he intended to bring against defendants in the police court for a breach of the Act, the case was eventually settled by plaintiff accepting the $30 offered.

(Glaistal v. Consolidated Cloak Co.; 8th February, 1908, Morson, J.)

XIII.—STRIKES AND LOCKOUTS IN CANADA DURING 1907, WITH COMPARATIVE STATISTICS FOR THE YEARS 1901 TO 1907, INCLUSIVE.

During the calendar year 1907 the Department of Labour received reports of 151 trade disputes in Canada, an increase of 12 compared with 1906. Five of these disputes began in the previous year. There were 17 more than in 1905, and 47 more than in 1904. The number was less, however, than in 1903, when 160 disputes were reported to have occurred in Canada, the largest number recorded for any year during which a compilation has been made by the Department of Labour.

Although the number of strikes and lockouts was greater than in any one of the three years immediately preceding, the consequences of them were less serious to the general public, and no violence was reported during the progress of any strike or lockout in the course of the year. Only one dispute, a three months' strike of coal miners at Springhill, Nova Scotia, produced effects other than of a local nature, the suspension of operations in this case causing a temporary shortage of coal in the Maritime Provinces.

In addition to the strike at Springhill, N.S., two other disputes in the mining industry, one in Southern Alberta and British Columbia, and the other at Cobalt, Ont., affected large numbers of men. The former dispute, which began on April 16, involved 7 companies and about 3,450 men, and continued until May 7, when it was settled through the good offices of the Deputy Minister of Labour. The dispute arose from a failure to reach an agreement respecting wages and hours of labour. The strike of silver miners at Cobalt, Ont., which began on July 8, on account of the refusal of the employers to grant a demand for higher wages and changes in the conditions of employment, affected at first about 30 companies and 3,000 men. Settlements were quickly reached, however, with a number of the companies, and many of the strikers returned to work. Other employers engaged new men from time to time to replace the strikers, and in the month of September normal conditions were resumed.

Building operations were impeded in Toronto, Ont., owing to a general strike of plumbers which began on May 15, involving about 500 employees and 104 firms. Settlements were eventually reached with all but six important firms, who employed new men to take the places of the strikers. Although the dispute was not formally declared off during the year, normal conditions were restored by November. A general strike of carpenters, involving about 900 men, interrupted building operations at Vancouver, B.C., from April 1 to May 4. This dispute arose from a demand for higher wages, and ended in a compromise. In Ottawa, Ont., the work of building was delayed from May 1 to May 27, by a strike of 550 bricklayers and masons, who demanded an increase in wages. A compromise was finally reached through negotiations between the parties concerned. A strike of bricklayers also took place at Winnipeg, Man., involving 1,100 men, and lasting from July 1 to July 22. After negotiations between the parties concerned a compromise was effected in regard to wages and hours.

The principal dispute in the metal trades was a strike of about 750 machinists employed by 50 firms at Toronto, Ont., which began on June 8. By the end of June, about 350 strikers had returned to work, their demand for a reduction in working hours having been granted, and two months later all but 16 firms were reported to have conceded the shorter working day. In the course of September, the employers who had not granted the demand of their men, claimed that they had filled the places of their striking employees. A strike of 189 boilermakers and helpers, who demanded an increase in wages, caused the stoppage of all work on a drydock at Halifax, N.S., from September 25 until the close of the year.

The principal dispute in the textile trades was a strike of 2,200 cotton mill hands at Valleyfield, Que., who went out on August 14, their demand for an increase in wages having been refused. On August 24 a compromise was reached through the good offices of the Secretary of the Department of Labour, Mr. F. A. Acland.

In the industries relating to general transport there were two strikes of longshoremen, one at Montreal, Que., and the other at Halifax, N.S. Both of these disputes involved the question of wages, and both were settled as a result of the friendly intervention of officers of the Department of Labour and the legislation respecting industrial disputes enacted in March, 1907.

The dispute at Montreal affected about 1,600 men and 17 firms, and lasted from May 13 to May 21, the result being in favour of the employees. The settlement of this dispute was reached by conciliation under the Industrial Disputes Investigation Act, 1907. The strike of longshoremen at St. John, N.B., involved about 1,000 men, and lasted from November 22 until December 4, when a compromise was accepted by the parties concerned, after negotiations.

MAGNITUDE OF DISPUTES.

There were proportionately more trade disputes in Canada during 1907, involving large numbers of employees, than in any one of the previous six years, there having been 13, affecting 1,000 or more persons, out of 146 disputes which began during the year, as compared with 6 out of 104 in 1901, 2 out of 123 in 1902, 10 out of 160 in 1903, 5 out of 103 in 1904, 4 out of 87 in 1905, and 5 out of 138 in 1906. In each of 87 disputes there were less than 100 employees involved.

The number of employees affected by trade disputes during 1907 was 34,972, as compared with 26,014 in 1906, 16,329 in 1905, and 15,665 in 1904. About 820 firms or establishments were affected, compared with 1,043 in 1906.

LOSS OF TIME IN WORKING DAYS.

The loss of time to employees through trade disputes during 1907 was estimated to have amounted approximately to 613,986 working days. While no approach to exactness was possible in forming this estimate, owing to the fact that in many cases strikers would return to work individually, or seek employment elsewhere, while the dispute was still in progress, it may be regarded as a fair indication of the loss occasioned from this cause. In 1906, the loss of time was approximately 490,400 days; in 1905, it amounted to 284,140 days; and in 1904, to 278,956 days. The greatest loss of time in 1907 occurred in August, when there were lost 99,860 days.

TRADES AFFECTED BY THE DISPUTES.

As in all previous years since 1901, with the exception of 1902, disputes were more numerous during 1907 in the building trades than in any other branch of industry, 45 strikes and lockouts out of a total of 146, having affected the building trades. The next highest number occurred in the metal trades, and in the clothing trades, in each of which there were 17. In the industries of mining and general transport there were 14 each. No dispute was reported in the agricultural industry, and only one took place in trades concerned with the preparation of food and tobacco.

LOCALITIES AFFECTED BY TRADE DISPUTES.

Out of 146 trade disputes which began during 1907, 71 took place in the province of Ontario, being nearly half the total number. There were 29 trade disputes in the province of Quebec, 12 in Nova Scotia, and 11 in British Columbia. No strikes or lockouts were reported to have occurred in Prince Edward Island, and one strike was reported in Saskatchewan. During the seven years of which the Department of Labour has record, 417 strikes and lockouts took place in Ontario, out of a total of 861 for the whole of Canada, and during the same period 187 occurred in the province of Quebec.

CAUSES OF DISPUTES.

The question of wages was involved in 87 trade disputes which began in 1907, in 65 cases the demand for an increase in wages being the only cause. Only 3 disputes arose from a reduction in wages. Questions of trade-unionism were involved in 29 disputes, in 18 of which the strikers were opposed to the employment of non-unionists. There were 24 disputes involving the question of hours of labour, in 11 cases the demand for a decrease in hours was the only cause, and 2 disputes were against an increase in working hours. Only two sympathetic strikes were reported.

METHODS OF SETTLEMENT.

Out of 151 trade disputes during 1907, 66 were settled by negotiations between the parties concerned. In 26 cases, the employers succeeded in filling the places of the strikers, and in 26 other cases work was resumed on the employers' terms. In four instances the matters in dispute were referred to arbitration, and in 7 cases they were settled by conciliation. The Industrial Disputes Investigation Act, 1907, which became law on March 22, was instrumental, directly or indirectly, in bringing 6 strikes to a termination satisfactory to both parties, as well as in procuring amicable settlements of differences in numerous cases, which otherwise might have resulted in strikes or lockouts.

During the years from 1901 to 1907, inclusive, out of 873 trade disputes,* 416 were settled by negotiations between the parties concerned, 148 by the resumption of work on the employers' terms, 118 by the replacement of the employees who had gone out, 44 by conciliation, and 28 by arbitration.

* This has reference to such disputes only as resulted in strikes or lockouts; it does not for example include disputes referred under the Industrial Disputes Investigation Act, which were adjusted peaceably under that measure, the threatened strike or lockout being thereby averted.

RESULTS OF DISPUTES.

Of the 151 trade disputes in existence during 1907, 57 ended in favour of the employers, 33 in favour of the employees, and in 39 cases compromises were effected. In 3 disputes, the employees were partially successful, some employers having granted their demands, while others continued to hold out against them. In 3 other cases the employers were not immediately concerned, as the matters in dispute were merely between different classes of employees. Of the remaining 16, 4 were still in existence at the close of the year, and 12 ceased without any definite results, either from the removal of the original cause of the dispute, or from the employees involved securing work elsewhere.

Out of 845 trade disputes in existence during the past seven years, 294 resulted in favour of the employers, 252 in favour of the employees, and 206 in compromises. In 15 disputes the employees were partially successful.

RESULTS OF DISPUTES CLASSIFIED ACCORDING TO THEIR CLASSES.

A classification of the results of trade disputes according to their causes shows that out of 65 which arose from demands for higher wages, without any other cause, 17 ended in favour of the employers, 20 in favour of the employees, and in 22 cases compromises were effected. Of the remainder, 2 were unsettled at the close of the year, and the results of 4 disputes were indefinite or not reported. In all the disputes in which questions of wages or hours were concerned, the employers were successful in 30 cases, the employees in 28, while compromises were reached in 36 disputes. Out of 25 trade disputes in which the question of trade unionism was a contributing cause, the employers were successful in 18 cases, and the employees in 2, and in 2 others, compromises were made. The remaining 3 disputes did not concern the employers immediately. Only 2 sympathetic strikes occurred during the year, both of which resulted in favour of the employers.

In the tables and charts set forth below particulars are given of the trade disputes of 1907, with comparative statistics for the past seven years, classified under various headings.

The following table contains a list of all the trade disputes which took place in Canada during the year 1907, arranged according to industries and trades, showing in each dispute the occupation of the workpeople concerned, the locality in which the dispute occurred, the principal cause of the dispute, the method of settlement, the result in so far as it was in favour of the employer or the employee or a compromise, the dates of commencement and termination, the approximate number of establishments and employees affected, and the approximate loss of time in working days, so far as it could be ascertained.

CLASSIFIED TABLE OF TRADE DISPUTES IN EXISTENCE IN CANADA DURING 1907.

Occupation.	Locality.	Cause or object.	Method of Settlement.	Result.	Date of Commencement.	Date of Termination.	No. of establishments affected.	Approximate No. of employees affected.	Approximate loss of time in working days.
Fishing.									
Fishermen	Fraser River, B.C.	Against reduction in prices	No negotiations	Ceased with end of spring salmon run.	June 22	July 1	....	125	1,000
Lumbering.									
Lumber mill hands	Chatham, N.B.	For higher wages	Negotiations between parties concerned.	Compromise	May 28	May 30	2	228	456
Lumber handlers	Vancouver, B.C.	Against reduction in wages and increase in hours.	Work resumed, no negotiations	In favour of employers.	Oct. 1	Oct. 30	3	225	5,625
Mining.									
Coal miners	Sydney, N.S.	Against employment of non-unionists.	" "	Non-unionists joined union, employers not directly concerned in settlement.	Feb. 4	Feb. 11	1	1,000	6,000
"	Bridgeport, N.S.	" " "	" "	" "	Mar. 19	Mar. 26	1	900	5,400
"	Near Morinville, Alta	For higher wages	Negotiations between parties concerned.	In favour of employees.	April 13	April 20	1	64	384
"	Alberta and B.C.	For higher wages and shorter hours.	Conciliation	Compromise	" 16	May 7	7	3,450	62,100
"	Springhill, N.S.	Against employment of non-unionists.	Work resumed, no negotiations, settled through Industrial Disputes Investigation Act.	No change, employees not directly concerned, later, non-unionists joined union.	" 1	April 8	1	1,700	10,200
Quarry workers	Graniteville, Que.	For recognition of union			" 8		4	16	
"	Terrebonne, Que.	For shorter hours	Negotiations between parties concerned.	In favour of employees.	May 30	June 14	3	53	689
Copper miners	Marble Bay, B.C.	Against laying off of employees, misunderstanding as to cause.	Conciliation following prosecution under Industrial Disputes Investigation Act.	All men taken back without discrimination, compromise as to increase in wages.	Mar. 25	May 30	1	50	2,900
Silver miners	Cobalt, Ont.	For higher wages and other changes.	Negotiations between parties concerned in some cases, in other places of strikers were filled.	Strikers partially successful.	July 8	Sept. *	30	3,000	12,000

Coal miners	Lethbridge, Alta.	Dispute as to meaning of a clause in an agreement.	Negotiations between parties concerned.	Indefinite—work resumed pending investigation into interpretation of clause.	Aug. 12	Aug. 14	1	100	200
"	Springhill, N.S.	For higher wages	Settled under Industrial Disputes Investigation Act, award of Board being finally accepted.	In favour of employers	" 1	Oct. 31	1	1,250	98,750
Coal boys	Westville, N.S.	For shorter hours	Work resumed, no negotiations	" "	Sept. 21	Sept. 26	1	325	1,300
Coal miners	Nanaimo, B.C.	For higher wages	" "	" "	Oct. 1	Oct. 4	1	1,342	4,026
Building Trades.									
Building trades	Hamilton, Ont.	Against employment of non-unionists.	Negotiations between parties concerned.	Compromise	Jan. 23	Jan. 25	1	40	80
Painters	Sarnia, Ont.	" " "	No negotiations, work resumed by strikers, places of others filled.	In favour of employer	Feb. 19	Mar. 13	1	9	171
Plumbers	Toronto, Ont.	" " "	No negotiations, work resumed.	" "	Mar. 7	" 25	1	22	330
Carpenters	Vancouver, B.C.	For higher wages	Negotiations between parties concerned.	Compromise	April 1	May 4	90	900	27,000
"	Kingston, Ont.	For higher wages and shorter hours.	" " "	"	" 1	April 4	16	71	284
"	St. John, N.B.	For higher wages and against employment of non-unionists.	No negotiations	In favour of employers.	" 6	May —	2	30	780
"	New Westminster, B.C.	Against increase in hours	No negotiations, places of strikers were filled.	" "	" 3	April —	1	20	100
Painters	London, Ont.	For higher wages	No negotiations, strikers sought work elsewhere.	" "	" 1	" —	6	35	250
"	Vancouver, B.C.	For higher wages and against employment of non-unionists.	Negotiations between parties concerned.	Strikers partially successful.	" 4	" 8	12	140	560
"	Port Arthur, Ont.	For higher wages and shorter hours.	" " "	Compromise	" 15	" 22	....	.....	.....
Plumbers	Toronto, Ont.	Against employment of non-unionists.	No negotiations, places of strikers were filled.	In favour of employers.	" 13	.....	1	50	8,000
Building labourers	Hamilton, Ont.	For higher wages	Negotiations between parties concerned.	Compromise	" 11	April 13	25	160	320
Marblecutters	Toronto, Ont.	Against employment of non-unionists.	.....	.....	" 25	.. ..	1	20	.....
Carpenters	Brantford, Ont.	For higher wages	Negotiations between parties concerned in some cases, some strikers sought work elsewhere.	Strikers partially successful.	May 1	July *—	5	120	4,370
"	St. Catharines, Ont.	" "	Negotiations between parties concerned.	In favour of employees.	" 1	May 31	10	100	2,600
"	Quebec, Que.	For shorter hours and against employment of non-unionists.	No negotiations	Strikers partially successful.	" 17	June —	6	60	840

* Normal conditions were gradually restored.

CLASSIFIED TABLE OF TRADE DISPUTES IN EXISTENCE IN CANADA DURING 1907—*Continued.*

Occupation.	Locality.	Cause or object.	Method of Settlement.	Result.	Date of Commencement.	Date of Termination.	No. of establishments affected.	Approximate No. of employees affected.	Approximate loss of time in working days.
Building Trades—Con.									
Bricklayers and masons.	Ottawa, Ont.	For higher wages	Negotiations between parties concerned.	Compromise	May 1	May 27	10	550	12,100
Lathers	Toronto, Ont.	For higher wages and against increase in number of apprentices.	" " "	"	" 1	" 14	....	125	1,375
Painters	Hamilton, Ont.	For higher wages	" " "	"	" 1	June 24	22	148	6,660
Plumbers	London, Ont.	" "	" " "	In favour of employees.	" 1	May 6	3	10	40
"	Hamilton, Ont.	" "	" " "	Compromise	" 4	" 28	18	65	1,300
"	Toronto, Ont.	For higher wages and against employment of non-unionists.	No negotiations, places of strikers filled by members of Employers' Association.	In favour of employers.	" 1	.....	104	500	80,000
Granite workers	Montreal, Que.	For higher wages	Negotiations between parties concerned.	In favour of employees.	" 1	June —	...	83	1,375
Plasterers	Winnipeg, Man.	For higher wages and shorter hours.	Particulars not received.	Particulars not received.	" 1	July 22	30	110	7,700
Bricklayers, masons and stonecutters.	Hull, Que.	For higher wages	Negotiations between parties concerned.	Compromise	" 1	May 27	8	100	1,700
Marble workers	Toronto, Ont.	Against employment of non-unionists.	Particulars not stated	Particulars not stated	" 29	.....	1	20	....
Stonecutters	Hamilton and Thorold, Ont.	Against discharge of an employee and against employment of a foreman.	Negotiations between parties concerned.	In favour of employees.	" 25	June 1	1	16	96
"	Ottawa, Ont.	For higher wages	" " "	Compromise	" 1	May 15	40	150	1,950
Carpenters	Hamilton, Ont.	Against employment of particular persons.	" " "	Indefinite; work completed over which dispute arose.	June 10	July 23	1	30	1,110
Plasterers' labourers	Toronto, Ont.	For higher wages and shorter hours.	" " "	Compromise	" 1	June 18	10	120	1,680
Plasterers	Peterborough, Ont.	For higher wages	" " "	"	" 17	" —	4	13	.....
Bricklayers	Winnipeg, Man.	For higher wages and shorter hours.	" " "	"	July 1	July 22	40	1,100	19,800
Plasterers	Edmonton, Alta.	For higher wages and recognition of union.	" " "	"	" 1	" 22	....	30	540

Plumbers	Calgary, Alta	For higher wages	Arbitration	"	"	2	"	11	8	44	352
Stonecutters	Toronto, Ont	" "	Particulars not stated	Particulars not stated	"	3			1	40	
Building trades	Galt, Ont	Against employment of non-unionists.	No negotiations, work resumed	In favour of employers.	"	20	July	25	3	20	80
"	"	" " "			"	29			1	7	
Stonemasons	Galt, Ont	Against employment of non-unionists.	Particulars not reported	Particulars not reported	Aug.	23			1	12	
Bricklayers and labourers.	"	" "	" "	" "	"	26			1	12	
Granite cutters	Toronto, Ont	Against conditions of employment; misrepresentations alleged.	" "	" "	"	22			1	14	
Carpenters	Regina, Sask	For recognition of union and against employment of non-unionists.	Negotiations between parties concerned.	In favour of employers.	Sept.	23	Oct.	3	5	40	360
Tunnel men	Windsor, Ont	For higher wages	No negotiations; places of strikers were filled.	" "	"	5	Sept.	6	1	50	50
Bricklayers	Victoria, B.C	Dispute between two trades over right to do certain work.	Work resumed on completion of disputed work.	Indefinite; employers not immediately concerned.	Nov.	15	Dec.	6	1	50	900
Carpenters and labourers.	Toronto, Ont	Non-payment of wages	No negotiations; wages paid by owners; work taken from contractors.	In favour of employees.	Dec.	9	"	14	1	42	210
Metal and Shipbuilding Trades—					1906.						
Boilermakers	Victoria, B.C	For shorter hours	No negotiations; places of strikers were filled.	In favour of employers.	Nov.	19	June	1	3	74	9,600
Shipwrights	"	Against employment of certain persons.	" "	" "	"	28	May	—	1	40	3,800
Ship labourers	"	Against discharge of certain employees.	" "	" "	"	27	"	—	1	34	3,080
Metal polishers	Toronto, Ont	For higher wages	" "	" "	"	24	April	—	3	40	2,550
					1907.						
Ship carpenters	Sorel, Que	"	Negotiations between parties concerned.	Indefinite	Jan.	30	Feb.	1	1	125	250
Telephone linemen	St. John, N.B	"	No negotiations; places of strikers were filled.	In favour of employers.	"	17	Jan.	21	1	14	42
Machinists	Belleville, Ont	For higher wages, shorter hours and other changes.	Negotiations between parties concerned.	Compromise	April	15	April	22	1	29	174
Stove mounters	Brantford, Ont	Against discharge of employees.	No negotiations; some strikers resumed work, places of others were filled.	In favour of employers.	"	27	May	—	1	20	320
Ship carpenters	Sorel, Que	For higher wages and recognition of union.	" "	" "	Mar.	27	"	—	1	110	4,000
Iron moulders	Longueuil, Que	Against discharge of an employee.	No negotiations; work resumed.	" "	May	13	May	20	1	30	180
"	Guelph, Ont	For higher wages	Negotiations between parties concerned.	In favour of employees.	"	23	May 27 / June 17		2	32	128

CLASSIFIED TABLE OF TRADE DISPUTES IN EXISTENCE IN CANADA DURING 1907—*Continued.*

Occupation.	Locality.	Cause.	Method of settlement.	Result.	Date of commencement.	Date of termination.	No. of Establishments affected.	Approximate No. of Employees affected.	Approximate loss of time in working days.
Metal Trades—Con.									
Horseshoers	Winnipeg, Man	For higher wages and shorter hours.	Work resumed; no negotiations.	In favour of employers.	May 20	May 29	15	40	320
Iron moulders	New Westminster, B.C.	" "	Negotiations between parties concerned.	Compromise	June 25	July 5	1	27	243
"	Vancouver, B.C.	" "	" "	"	" 24	July 5	....	75	750
Structural iron workers.	Montreal, Que	For higher wages, shorter hours and other changes.	Work resumed; no negotiations.	In favour of employers.	July 8	Aug. 10	20	415	12,450
Brass moulders	London, Ont	Against employment of a non-unionist.	No negotiations	Unknown; both sides claimed victory.	" 10	July 22	1	16	160
Electrical workers	Halifax, N.S.	For higher wages	Negotiations between parties concerned.	In favour of employees.	" 1	" 6	4	25	150
"	Toronto, Ont	Sympathetic	No negotiations; strikers sought work elsewhere.	In favour of employers.	" 18	Nov. —	5	16	1,200
Structural iron workers.	Cap Rouge, Que	Against conditions of employment.	No negotiations; work resumed.	Indefinite; cause removed.	Aug. 9	Aug. 12	1	130	260
Boilermakers and helpers.	Halifax, N.S.	For higher wages	No settlement reported	No settlement reported.	Sept. 25	.....	1	189	14,000
Tinsmiths	Calgary, Alta	"	Negotiations between parties concerned.	In favour of employees.	" 2	Sept. 10	....	40	280
Machinists	Toronto, Ont	For shorter hours	Negotiations in some cases, places of strikers filled in others.	Strikers partially successful.	June 8	Oct. *	50	750	38,000
Boilermakers	Ottawa, Ont	Against discharge of an employee.	Work resumed; no negotiations.	In favour of employer.	Sept. 5	Sept. 24	1	11	176
Woodworking Trades—									
Woodworkers	Fredericton, N.B.	For shorter hours	Negotiations between parties concerned.	In favour of employees.	Feb. 1	Feb. 25	1	26	520
Picture gilders and framers	Toronto, Ont	For higher wages and shorter hours.	Negotiations between parties concerned.	A compromise	April 25	May 29	5	200	5,800
Canoe makers	Peterborough, Ont	Against employment of a particular person	No negotiations; work resumed.	In favour of employers.	Aug. 13	Aug. —	1	9	81

Printing and Allied Trades—									
Photo engravers	Toronto, Ont.	Against employment of non-unionists	No negotiations; places of strikers were filled.	In favour of employers.	Mar. 4	Mar. *	1	9	81
Bookbinders	Winnipeg, Man.	For shorter hours	Negotiations between parties concerned.	In favour of employees.	Oct. 1	Oct. 4	8	30	120
Textile Trades—									
Woollen mill hands	Chambly, Que.	For higher wages, and for reinstatement of discharged employees	Conciliation	A compromise	April 1	April 10	1	80	640
Woollen mill hands	St. Hyacinthe, Que.	For higher wages and reinstatement of discharged employees.	Conciliation	A compromise	June 10	June 17	1	524	3,144
Cotton spinners	Valleyfield, Que.	For higher wages	Negotiations between parties concerned.	In favour of employees.	June 17	June 24	1	353	2,188
Cotton mill hands	Valleyfield, Que.	For higher wages	Conciliation	A compromise	Aug. 14	Aug. 24	1	2,200	22,000
Woollen mill hands	Almonte, Ont.	For higher wages	Negotiations between parties concerned.	In favour of employers.	Sept. 13	Oct. 2	1	205	3,280
Textile workers	Montmorency Falls, Que.	Against conditions of employment.	Negotiations between parties concerned.	In favour of employees.	Sept. 19	Sept. 23	1	35	105
Clothing Trades—									
Garment workers	Toronto, Ont.	Against employment of non unionists.	No negotiations; places of strikers were filled.	In favour of employers.	Nov. 20–1906	April —	1	200	8,600
" "	Winnipeg, Man.	Against discharge of employees.	No negotiations; work resumed	In favour employers.	Jan. 5	Jan. 15	1	50	400
" "	Ottawa, Ont.	Against employment of a particular person.	Arbitration	In favour of employees.	Jan. 24	Feb. 4	1	20	180
Boot and shoe workers	Montreal, Que.	Dispute between rival unions.	Factory organized under one union and work resumed.	Employers not immediately concerned	Jan. 24	Jan. 28	1		
Tailors	Ottawa, Ont.	For higher wages	Negotiations between parties concerned.	In favour of employees.	Mar. 25	April 2	4	60	420
"	"	For higher wages and recognition of union	No negotiations; places of strikers were filled.	In favour of employers.	April 11	April —	1	16	160
Knitting mill hands	Hamilton, Ont.	For higher wages	Negotiations between parties concerned.	A compromise	May 17	May 20	1	15	45
Cloak workers	Toronto, Ont.	For higher wages	Negotiations between parties concerned.	Particulars not received.	June 3	June 15	1	15	180
Garment workers	Montreal, Que.	Against discharge of an employee, and for recognition of union.	Negotiations between parties concerned.	In favour of employers.	Aug. 9	Aug. 15	1	52	260
" "	"	For shorter hours, change in method of payment, recognition of union, and other changes.	Negotiations between parties concerned.	In favour of employees.	Aug. 20	Sept. 4	4	400	5,200
Tailors	Winnipeg, Man.	For reinstatement of employees after a general discharge	Particulars not received	Particulars not received.	Aug. 17	——	1	37	960
"	Kingston, Ont.	Against employment of non-unionists, for higher wages and shorter hours.	Negotiations in the case of two shops, places of some strikers filled in others.	No complete settlement reported at end of year.	Sept. 23	—— —	7	75	4,175

* Normal conditions were gradually restored.

CLASSIFIED TABLE OF TRADE DISPUTES IN EXISTENCE IN CANADA DURING 1907—*Concluded.*

Occupation.	Locality.	Cause.	Method of Settlement.	Result.	Date of Commencement.	Date of Termination.	No. of Establishments affected.	Approximate No. of Employees affected.	Approximate loss of time in working days.
Clothing trades—Con.									
Garment workers....	Ottawa, Ont.....	Friction with a foreman.....	No negotiations; work resumed.	In favour of employer.	Oct. 7	Oct. 21	1	11	132
" "	Paris, Ont.....	For shorter hours..... ...	Negotiations between parties concerned.	A compromise.....	Oct. 12	Oct. 21	1	1,000	7,000
Boot and shoe workers	Toronto, Ont.....	For arrangement of new wages scale by arbitration.	Negotiations between parties concerned.	In favour of employees.	Oct. 23	Oct. 28	1	92	368
" " "	Levis, Que..... ...	For higher wages.....	No settlement reported at end of year.	No settlement reported at end of year.	Dec. 3	——	1	135	3,375
Corset workers.....	St. Hyacinthe, Que..	Against conditions of employment.	No settlement reported at end of year.	No settlement reported at end of year.	Dec. 13	——	1	100	1,600
Food and Tobacco preparation—									
Cigar makers.....	Montreal, Que.....	Against materials supplied ..	Particulars not stated.....	Particulars not stated	July 31	.....	.....	.....	.....
" "	"	Against conditions of employment.	Negotiations between parties concerned.	Unknown; each side claimed victory.	Oct. 10	Nov. 7	1	47	1,128
Leather Trades—									
Tanners and larrigan makers.	Fredericton, N.B....	For higher wages..... ..	" " "	In favour of employees.	Mar. 11	Mar. 29	1	86	1,376
Leather workers	Gananoque, Ont	" "	" " "	" "	Mar. 4	May 7	1	16	880
Harness and collar makers.	Peterborough, Ont..	For higher wages and recognition of union.	No negotiations; work resumed.	In favour of employers.	April 22	May —	1	27	501
Harness makers... ..	Toronto, Ont.....	Against discharge of an employee.	Negotiations between parties concerned.	In favour of employees.	April 15	April 17	1	37	74
Tanners.....	Quebec, Que.....	For higher wages.....	" " "	" "	May 18	May 23	16	150	600
General Transport.									
Coal handlers.....	Edmonton, Alta ...	Against reduction in wages..	" " "	" "	Jan. 14	Jan. 16	12	400	800
Cab drivers.....	Toronto, Ont.....	For higher wages, shorter hours, and employment of union labour only.	No negotiations; work resumed.	In favour of employers.	April 20	May *	....	250	4,250
Elevator employees...	Fort William, Ont..	For higher wages.	Negotiations between parties concerned.	Compromise.....	May 4	May 6	1	.....	.....
Longshoremen.....	Montreal, Que.....	" "	Conciliation under Industrial Disputes Investigation Act.	In favour of employees.	May 13	May 21	17	1,600	11,200
Teamsters..	Peterborough, Ont..	" "	Negotiations between parties concerned.	Compromise...	May 7	May 15	1	30	210
"	Montreal, Que.....	" "	No negotiations; work resumed.	In favour of employers.	May 15	May 23	1	256	1,792

"	Ottawa, Ont.	"	"	"	"	"	May 9	May 21	1	21	210
Seowmen	St. John, N.B	"	"	Negotiations between parties concerned.	Compromise	May 24	May 28	..	80	240	
Longshoremen	Halifax, N.S.	"	"	Conciliation	In favour of employees.	May 26	June 4	7	500	4,500	
Teamsters	Hamilton, Ont.	"	"	Negotiations between parties concerned.	In favour of employers.	June 6	June 11	1	50	250	
Freight handlers	Port Arthur, Ont.	"	"	No negotiations; work resumed	" "	June 8	June 15	1	250	1,750	
" "	Fort William, Ont.	"	"	" " "	" "	June 8	June 15	1	600	4,200	
" "	Halifax, N.S.	"	"	Negotiations between parties concerned.	In favour of employees.	June 12	June 13	1	40	40	
" "	"	"	"	Arbitration under Conciliation and Labour Act.	Compromise	June 29	July 8	1	55	385	
Teamsters	Montreal, Que.	"	"	Negotiations between parties concerned.	In favour of employees.	June 20	June 21	1	325	325	
Carters	Quebec, Que.	"	"	" " "	" "	April 29	May 1	1	30	60	
Longshoremen	St. John, N.B	"	"	" " "	Compromise	Nov. 22	Dec. 4	7	1,000	10,000	
Miscellaneous Trades—											
Telephone operators	Toronto, Ont.	Against increase in hours		Matters in dispute referred to Royal Commission.	In favour of employees.	Jan. 31	Feb. 4	1	400	1,400	
Gas stokers	Montreal, Que.	For higher wages		No negotiations: work resumed by some strikers; places of others filled.	In favour of employers.	April 20	April *	1	75	375	
Pulp and paper makers	Sturgeon Falls, Ont.	Against Sunday labour and for recognition of union.		No negotiations; places of strikers filled.	" "	June 10	Sept. *	1	216	8,916	
Barbers	London, Ont.	For higher wages		Negotiations between parties concerned.	Compromise	July 29	Aug. 17	10	20	340	
Telegraphers	Quebec, Montreal, Toronto, Winnipeg	Sympathetic		No negotiations; places of strikers filled.	In favour of employers.	Aug. 13	...	1	75	750	
Plate glass bevellers	Montreal, Que	For recognition of union		No negotiations; work resumed.	" "	Oct. 7	Oct. 21	5	40	480	
Barbers	Hamilton, Ont	For shorter hours		Negotiations between parties concerned.	In favour of employees.	Nov. 2	Nov. —	6	8	160	
Unskilled Labour—											
Labourers	Windsor, Ont.	For higher wages		No negotiations; work resumed.	In favour of employers.	Mar. 4	Mar. 6	1	100	200	
Civic labourers	Quebec, Que	"	"	Negotiations between parties concerned.	In favour of employees.	April 29	May 1	1	55	110	
Railway labourers	Wentworth Co., Ont.	"	"	No negotiations; work resumed.	In favour of employers.	April 23	April 25	1	400	800	
Labourers of Steel Co.	Hamilton, Ont.	"	"	" " "	" "	April 12	April 16	1	1,400	4,200	
Civic labourers	"	"	"	Negotiations between parties concerned.	Indefinite, consideration of demand promised.	May 7	May 9	1	75	150	
" "	Kingston, Ont.	"	"	" " "	In favour of employees.	June 17	June 24	1	7	42	
Civic teamsters and labourers.	Fairville, N.S.	"	"	" " "	Compromise	July 11	July 15	1	16	48	

* Normal conditions were gradually restored.

NUMBER AND MAGNITUDE OF TRADE DISPUTES.

The following table illustrates by months the number and magnitude of trade disputes which began during the calendar year.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES VIII. A.R. No. 17.

TABLE SHOWING MAGNITUDE OF TRADE DISPUTES IN CANADA DURING THE CALENDAR YEAR 1907, CLASSIFIED BY MONTHS ACCORDING TO NUMBER OF EMPLOYEES INVOLVED.

Magnitude.	Number of Disputes.												
	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
2,000 and over.				1			1	1					3
1,000 to 2,000		1	1	2	1		1	1		2	1		10
500 to 1,000				1	3	3							7
300 to 500	2			1		3	1	1	1				9
200 to 300				2	2	2			1				7
100 to 200	1		1	2	7	2		2	1			2	18
50 to 100	2		3	6	6	4		2	2	2	1		28
25 to 50		1	3	5	5	3	4	1	3	2		1	28
6 to 25	2	1		7	5	3	7	4		1	1		31
Unknown	1			1	2		1						5
Total	8	3	8	28	31	20	15	12	8	7	3	3	146

Chart No. 1, facing page 176, illustrates the variations from month to month of the number of workpeople involved in trade disputes during each year from 1901 to 1907, inclusive.

The following table shows the magnitude of trade disputes which occurred during each of the past seven years, according to the number of workpeople involved:—.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES VIII. A.R. No. 18.

TABLE SHOWING MAGNITUDE OF TRADE DISPUTES IN CANADA, ACCORDING TO NUMBER OF EMPLOYEES INVOLVED DURING THE YEARS 1901, 1902, 1903, 1904, 1905, 1906 and 1907.

Magnitude.	Year.						
	1901	1902	1903	1904	1905	1906	1907
2,000 and over	3		5	2		1	3
1,000 to 2,000	3	2	5	3	4	4	10
500 to 1,000	5	1	10	2	5	6	7
300 to 500	5	8	9	9	4	6	9
200 to 300	4	7	18	2	4	15	7
100 to 200	4	15	23	10	15	13	18
50 to 100	14	21	19	15	17	29	28
25 to 50	24	28	34	23	17	32	28
6 to 25	31	37	36	35	21	30	31
Unknown	11	4	1	2		1	5
Total	104	123	160	103	87	138	146

The following table shows the approximate number of employees affected by trade disputes in each month during 1907 :—

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES VIII. A. R. No. 19.

TOTAL NUMBER OF EMPLOYEES INVOLVED IN TRADE DISPUTES IN CANADA WHICH BEGAN DURING THE CALENDAR YEAR 1907.

Month.	Directly.	Indirectly.	Total.
January	867	3	870
February	1,035	.....	1,035
March	1,208	35	1,243
April	7,218	1,427	8,645
May	5,002	295	5,297
June	3,534	406	3,940
July	4,048	700	4,748
August	3,507	784	4,291
September	670	300	970
October	1,437	1.161	2,598
November	1,058	.....	1,058
December	277	.....	277
Total	29,861	5,111	34,972

The figures given above show that the greatest number of employees were involved in trade disputes during April compared with other months, May coming second, and July and August third and fourth respectively.

The following table shows approximately the number of firms or establishments affected by trade disputes during the year:—

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, VIII. A. R. No. 20.

APPROXIMATE NUMBER OF FIRMS OR ESTABLISHMENTS AFFECTED BY TRADE DISPUTES IN CANADA WHICH BEGAN DURING THE CALENDAR YEAR 1907.

Month.	Number of times affected.		Total.
	Directly.	Indirectly.	
January	19	.....	19
February	3	.....	3
March	12	.....	12
April	174	10	184
May	321	6	327
June	79	.....	79
July	109	17	126
August	14	1	15
September	18	.....	18
October	20	.....	20
November	14	.....	14
December	3	.....	3
Total	786	34	820

With respect to the number of employers affected it may be seen that the month of greatest disturbance was May, followed by April and July.

DISPUTES BY MONTHS.

From the preceding tables it may be seen that the greatest number of trade disputes occurred in the month of May, April and June ranking second and third respectively. The table given below shows that this was the order of frequency during the past seven years.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, VIII. A. R. No. 21.

TABLE SHOWING TRADE DISPUTES IN CANADA, BY MONTHS, DURING THE YEAR 1901, 1902, 1903, 1904, 1905, 1906 and 1907.

Months.	Number of Disputes.							
	1901	1902	1903	1904	1905	1906	1907	Total.
January	7	8	6	9	6	12	8	56
February	3	5	12	5	4	6	3	38
March	13	12	22	9	6	8	8	78
April	12	20	23	20	8	13	28	124
May	7	27	29	23	11	28	31	156
June	23	18	23	9	12	14	20	119
July	14	7	15	6	13	8	15	78
August	5	6	11	6	8	17	12	65
September	5	9	7	3	9	15	8	56
October	5	4	6	8	3	3	7	36
November	7	7	3	2	3	12	3	37
December	3	....	3	3	4	2	3	18
Total	104	123	160	103	87	138	146	861

The variation in the total number of trade disputes in existence from month to month during the years 1901 to 1907, inclusive, is shown in Chart No. 2, following page 176.

NUMBER OF DISPUTES ACCORDING TO INDUSTRIES AND TRADES AFFECTED.

The following table indicates the number of disputes in the various industries and trades by months during the year 1907:—

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, VIII. A. R. No. 22.

TABLE SHOWING INDUSTRIAL DISPUTES BY INDUSTRIES AND TRADES IN CANADA DURING THE CALENDAR YEAR 1907.

Trades.	Number of Disputes.												
	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Agriculture	....	....	....	....	....	....	....	....	....	....	....	....	....
Fishing	....	....	....	....	....	1	....	....	....	....	....	....	1
Lumbering	....	....	....	....	1	1	....	....	....	1	....	....	3
Mining	....	1	2	4	1	1	1	2	1	1	....	....	14
Building	1	1	1	10	16	3	6	3	2	....	1	1	45
Metal working and shipbuilding	2	....	....	2	3	3	4	1	2	....	....	....	17
Woodworking	....	1	....	1	....	....	....	1	....	....	....	....	3
Textile	....	....	....	1	....	2	....	1	2	....	....	....	6
Clothing	3	....	1	1	1	1	1	3	1	3	....	2	17
Food and tobacco preparation	....	....	....	....	....	....	1	....	....	....	....	....	1
Leather	....	....	2	2	1	....	....	....	....	....	....	....	5
Printing and bookbinding	....	....	1	....	....	....	....	....	....	1	....	....	2
Transport	1	....	....	3	7	6	....	....	....	....	1	....	18
Unskilled	....	....	1	3	1	1	1	....	....	....	....	....	7
Miscellaneous	1	....	....	1	....	1	1	1	....	1	1	....	7
Total	8	3	8	28	31	20	15	12	8	7	3	3	146

The following table shows approximately the number of employees affected by trade disputes during 1907, according to their respective trades and industries.

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLES, VIII. A. R. No. 23.

TRADE DISPUTES DURING 1907, ACCORDING TO INDUSTRIES AND TRADES.

Industry or trade.	Approximate No. of Employees.
Fishing	125
Lumbering	453
Mining	13,150
Building trades	5,588
Metal trades	2,282
Woodworking trades	274
Textile trades	3,397
Clothing trades	2,278
Food and tobacco preparation	47
Leather trades	316
General transport	4,237
Miscellaneous trades	834
Unskilled labour	2,053
Total	35,034

From the above it may be seen that by far the largest number of employees in any particular trade or industry who were affected by trade disputes, were those engaged in mining in which about 13,150 men were involved. The building trades came next with 5,588 employees affected, followed by the general transport industry in which 4,237 employees were involved.

In the following table a comparison is shown ofthe number of trade disputes which occurred during the past seven years arranged according to industries and trades, from which it appears that out of 861 disputes, 208 concerned building trades, 138 metal trades, and 79 clothing trades.

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLES, VIII. A. R. No. 24.

TABLE SHOWING INDUSTRIAL DISPUTES BY INDUSTRIES AND TRADES IN CANADA DURING THE YEARS 1901, 1902, 1903, 1904, 1905, 1906 and 1907.

Trades.	Number of Disputes.							
	1901	1902	1903	1904	1905	1906	1907	Total.
Agriculture					2			2
Building	14	28	44	29	19	29	45	208
Metal	23	31	17	16	13	21	17	138
Woodworking and lumbering	4	10	9	3	2	12	6	46
Textile	6	1	5	3	1	4	6	26
Clothing	10	9	11	12	11	9	17	79
Food and tobacco preparation	9	10	6	11	4	8	1	49
Leather	1	3	4	1		3	5	17
Printing and bookbinding	2	3	3	5	7	6	2	28
Transport	4	4	18	2	4	14	15	61
Longshoremen	5	4	4		1	1	3	18
Mining	5	3	9	6	12	13	14	62
Fishing	2	1	1	2		1	1	8
Unskilled	11	6	9	3	2	12	7	50
Miscellaneous	8	10	20	10	9	5	7	69
Total	104	123	160	103	87	138	146	861

DISPUTES BY LOCALITIES AFFECTED.

The following table shows the number of trade disputes which occurred in the different provinces of Canada, arranged according to the months in which they began:

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLES, VIII. A. R. No. 25.

TABLE SHOWING TRADE DISPUTES IN CANADA BY PROVINCES DURING THE CALENDAR YEAR 1907.

Provinces.	Number of Disputes.												
	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Nova Scotia	.....	1	1	1	1	3	2	1	2	.....	.....	.....	12
Prince Edward Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	0
New Brunswick	1	1	1	1	2	.....	1	.....	.....	.....	1	.....	8
Quebec	2	.....	.....	5	8	4	2	4	1	1	.....	2	29
Ontario	3	1	5	15	18	10	7	4	3	3	1	1	71
Manitoba	1	.....	.....	.....	2	.....	1	1	.....	1	.....	.....	6
Saskatchewan	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Alberta	1	.....	.....	1	.....	.....	2	1	1	.....	.....	.....	6
British Columbia	.....	.....	1	4	.....	3	.....	.....	.....	2	1	.....	11
More than one province affected	.....	.....	.....	1*	.....	.....	.....	1‡	.....	.....	.....	.....	2
Total	8	3	8	28	31	20	15	12	8	7	3	3	146

* This dispute took place in Alberta and British Columbia.
‡ This dispute took place in Quebec, Ontario and Manitoba.

The number of disputes which took place in each province during the past seven years is given below, and shows that out of a total of 861 disputes 417 occurred in Ontario and 187 in Quebec.

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLES, VIII. A. R. No. 26.

TABLE SHOWING TRADE DISPUTES IN CANADA ACCORDING TO PROVINCES FOR THE YEARS 1901, 1902, 1903, 1904, 1905, 1906 AND 1907.

Locality.	Number of Disputes.							
	1901.	1902.	1903.	1904.	1905.	1906.	1907.	Total.
Nova Scotia	5	12	7	7	7	11	12	61
Prince Edward Island	.....	2	.....	.....	.....	.....	.....	2
New Brunswick	3	7	7	2	5	8	8	40
Quebec	29	20	33	31	21	24	29	187
Ontario	53	65	83	52	32	61	71	417
Manitoba	3	8	1	4	9	9	6	40
Saskatchewan	.....	.....	.....	.....	.....	.....	1	1
Alberta	.....	1	5	1	2	13	6	28
British Columbia	10	8	24	4	10	12	11	79
More than one province affected	1*	.....	.....	2†	1‡	.....	2§	6
Total	104	123	160	103	87	138	146	861

* Dispute affected all provinces in Dominion with exception of Prince Edward Island.
† First dispute affected Ontario, Manitoba, Saskatchewan and Alberta; second, affected same provinces with the addition of British Columbia. ‡ Dispute took place in Quebec and Ontario.
§ One dispute took place in Quebec, Ontario and Manitoba, and the other in Alberta and British Columbia.

LOSS OF TIME IN WORKING DAYS.

The following table shows the number of working days estimated to have been lost by employees through trade disputes each month during 1907:—

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, VIII. A. R. No. 27.

TABLE SHOWING LOSS OF TIME IN WORKING DAYS TO EMPLOYEES THROUGH TRADE DISPUTES IN CANADA BY MONTHS DURING 1907.

MONTH.	LOSS IN WORKING DAYS.
January	12,144
February	18,876
March	11,106
April	89,150
May	88,675
June	58,600
July	31,100
August	99,860
September	61,075
October	63,350
November	19,275
December	10,775
Total	613,986

Chart No. 3 following page 176, shows the variation from month to month in the number of working days lost in each of the years from 1901 to 1907, inclusive.

The following table shows the approximate loss of time to employees through trade disputes during the year classified according to the various industries and trades affected.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, VIII. A. R. No. 28.

TABLE SHOWING APPROXIMATE LOSS OF TIME TO EMPLOYEES THROUGH TRADE DISPUTES IN CANADA DURING THE YEAR 1907, CLASSIFIED ACCORDING TO TRADES AFFECTED.

Industry or Trade.	Approximate loss of time in working days.
Fishing	1,000
Lumbering	6,081
Mining	203,949
Building trades	184,763
Metal and shipbuilding trades	92,118
Woodworking trades	6,401
Printing and bookbinding	201
Textile trades	31,287
Clothing trades	32,445
Food and tobacco preparation	1,128
Leather trades	2,430
General transport	34,212
Miscellaneous trades	12,421
Unskilled labour	5,550
Total	613,986

Owing to the difficulty of estimating the loss of time in the case of general strikes, where conditions change from day to day through the employees returning to work individually or in small bodies, the figures given above must be regarded as only approximations. It would be safe to allow for an error of 8 per cent in the sum total. Taking the figures as they stand, it may be seen that by far the greatest loss was in the mining industry, in which nearly 204,000 days were lost, largely accounted for by two strikes of coal miners at Springhill, N.S., and a strike of coal miners in Alberta and British Columbia. Next to mining came the building trades, in which about 184,763 days were lost. A general strike of plumbers at Toronto, Ont., caused a loss of about 80,000 working days. The only other class of industry greatly affected during the year comprised the metal and shipbuilding trades, in which there was an estimated loss of 92,118 days, about 38,000 days being lost in a strike of machinists at Toronto.

CAUSES OF DISPUTES

The principal causes of the disputes which took place in 1907, are set forth in the following table, arranged according to the months in which they began.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, VIII. A. R. No. 29.

TABLE SHOWING CAUSES OF TRADE DISPUTES IN CANADA DURING THE CALENDAR YEAR 1907.

Causes.	Number of Disputes.												
	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
For increase in wages	2	....	4	11	22	12	5	2	4	1	1	1	65
Against reduction in wages	1	....	....	....	....	1	....	....	....	1	....	....	3
For decrease in hours	....	1	....	1	1	2	1	1	1	2	1	....	11
For increase in wages, and decrease in hours	....	....	....	4	1	2	1	....	....	....	....	..	8
For increase in wages and closed shops	....	....	....	2	1	....	....	....	1	....	....	....	4
For increase in wages and other changes	....	....	....	1	1	....	2	....	....	....	....	....	4
Against increase in hours	1	....	....	....	....	....	....	....	....	1	....	....	2
Against employment of non-unionists	1	2	3	3	2	....	3	2	....	....	..	....	16
Against employment of persons other than non-unionists	2	....	....	....	....	1	....	1	....	....	....	....	4
Against discharge of employees	1	....	....	2	2	1	....	....	....	....	....	....	6
Dispute between unions, employer involved	....	..	....	....	....	....	....	....	....	....	1	....	1
Non-payment of wages	....	....	....	....	....	....	....	....	....	..	....	1	1
For recognition of union	....	....	....	1	....	....	....	..	1	1	....	....	3
Against conditions of employment	....	....	....	....	....	....	1	2	1	....	....	1	5
Sympathetic	....	....	....	....	....	....	1	1	..	....	..	....	2
Against discharge of employees and for recognition of union	....	....	....	..	....	....	..	1	....	....	....	....	1
For increase in wages, shorter hours and closed shops	....	....	....	1	....	....	....	....	....	....	....	....	1
For increase in wages and against discharge of employees	....	....	.	....	....	1	....	1	....	....	....	....	2
For increase in wages and recognition of union	..	....	....	2	....	....	1	....	....	....	....	....	3
For decrease in hours and closed shop	....	....	....	....	1	....	....	..	....	....	....	..	1
Unclassified	....	....	1	....	....	....	....	....	....	1	....	..	2
Total	8	3	8	28	31	20	15	12	8	7	3	3	146

Department of Labour, Canada.
Statistical Chart, VIII, A. R. No. 1

CHART SHOWING BY MONTHS NUMBER OF EMPLOYEES INVOLVED IN TRADE DISPUTES IN CANADA DURING 1901 TO 1907 INCLUSIVE.

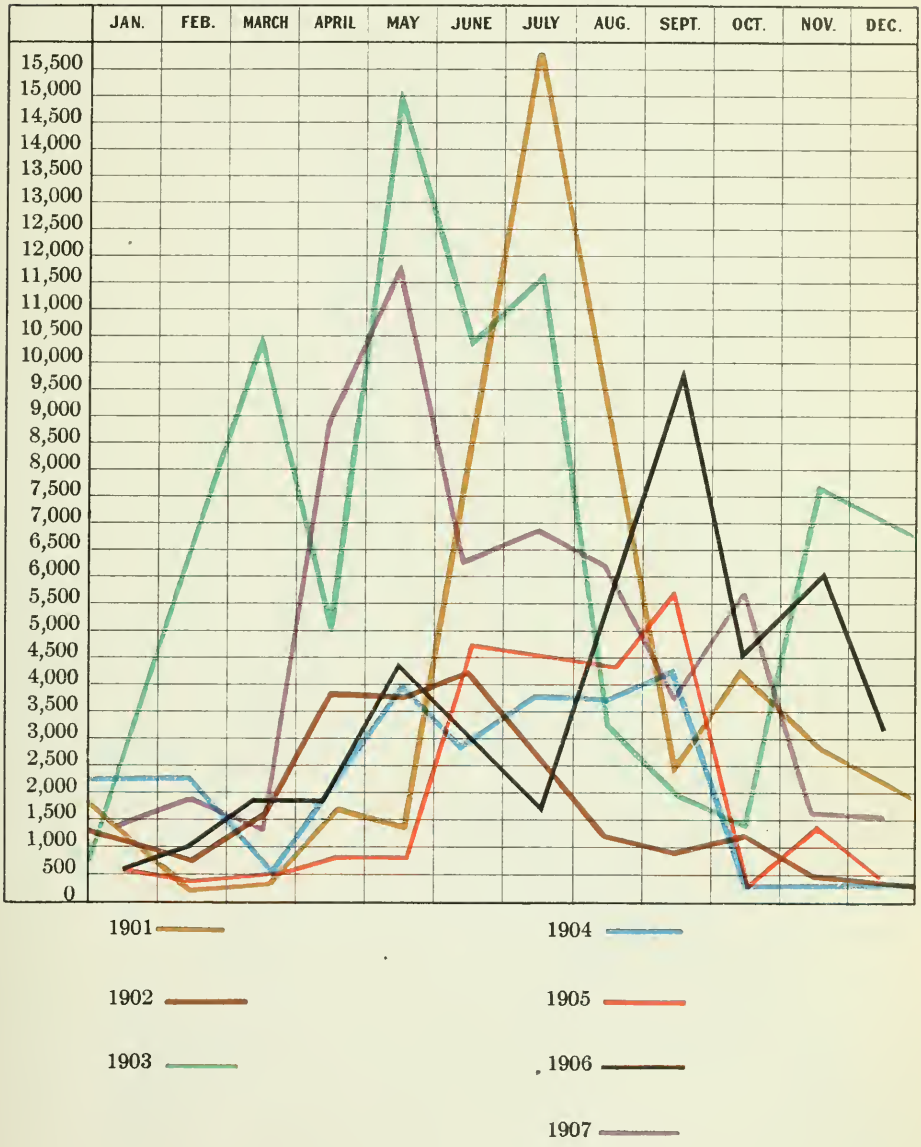
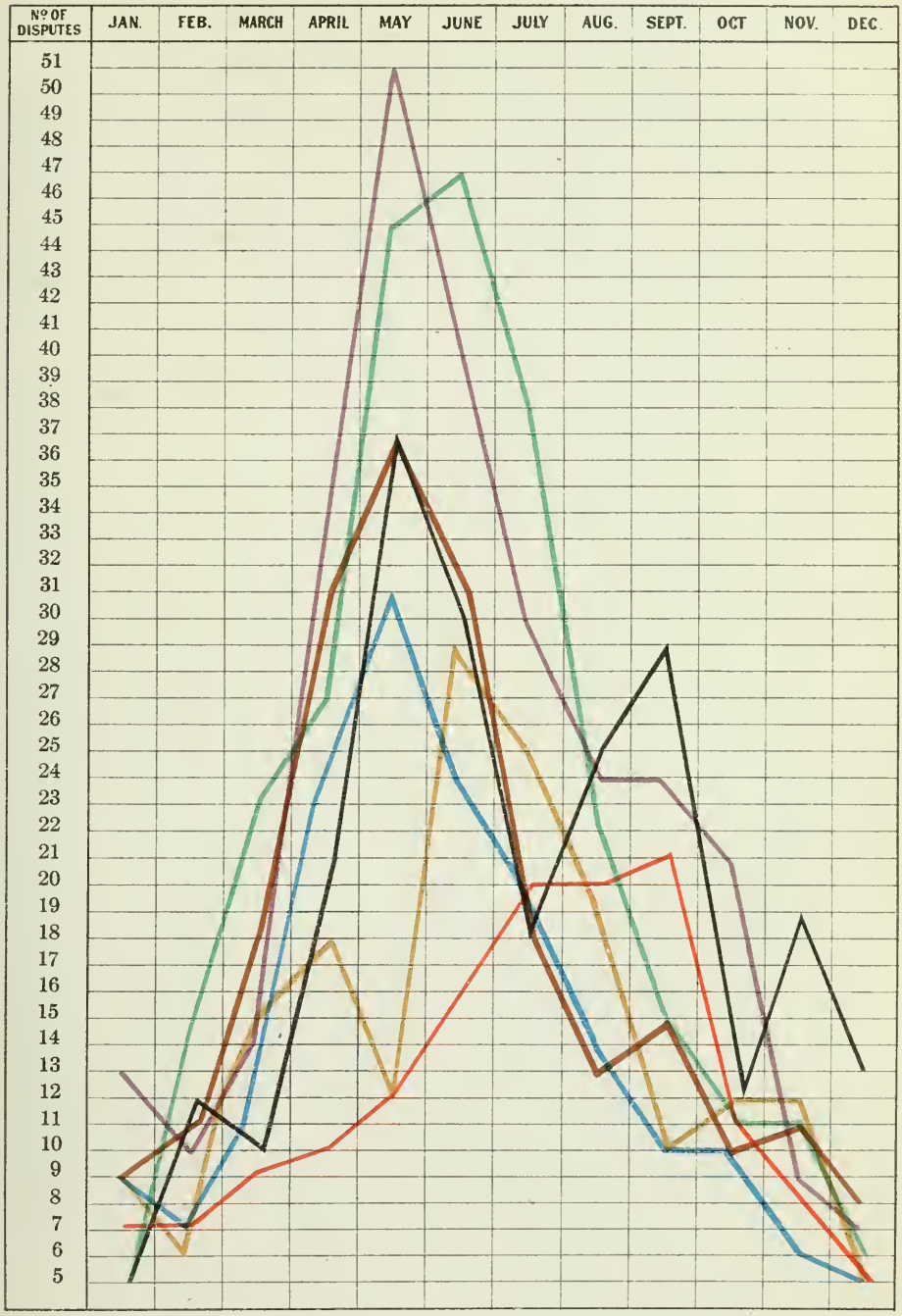
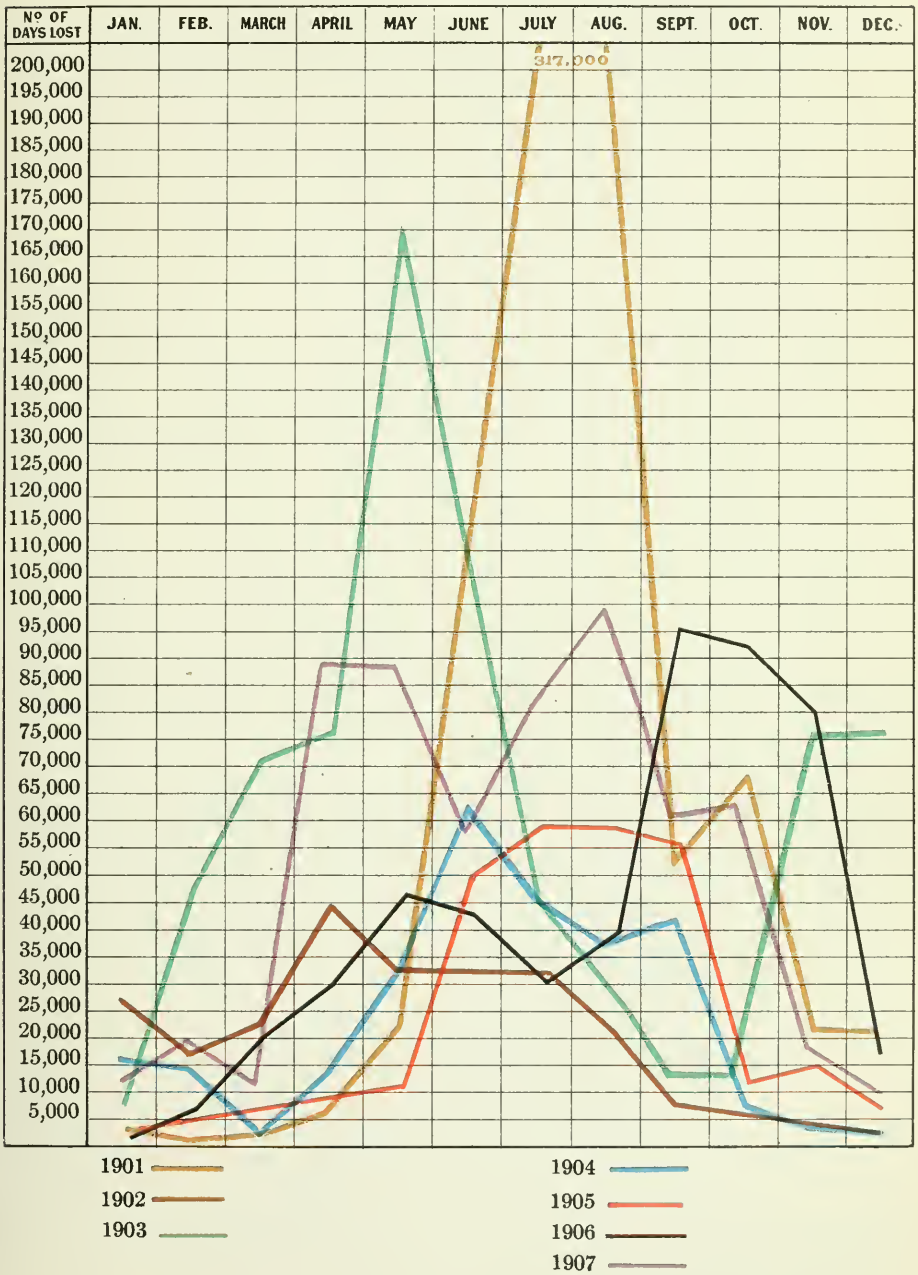


CHART SHOWING THE NUMBER OF TRADE DISPUTES BY MONTHS IN CANADA DURING THE YEARS 1901 TO 1907 INCLUSIVE.



Department of Labour, Canada.
Statistical Chart, VIII, A. R. No. 3

CHART SHOWING LOSS OF TIME IN WORKING DAYS THROUGH TRADE DISPUTES BY MONTHS DURING THE YEARS 1901 TO 1906.



The following table shows the number of trade disputes which occurred during the past seven years, classified according to their causes:—

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES VIII. A. R. No. 30.

TABLE SHOWING CAUSES OF TRADE DISPUTES IN CANADA WHICH BEGAN DURING 1901, 1902, 1903, 1904, 1905, 1906 AND 1907, RESPECTIVELY.

Causes.	Number of Disputes.							
	1901	1902	1903	1904	1905	1906	1907	Total.
For increase in wages	48	54	60	36	30	55	65	348
Against reduction in wages	10	7	7	7	8	3	3	45
For decrease in hours	1	7	8	3	3	7	11	40
For increases in wages and decreases in hours	5	14	18	8	4	7	8	64
Against employment of particular persons	13	8	13	16	9	13	20	92
Against conditions of employment		5	5	4	8	3	5	30
For recognition of union		5	5	4	1	5	3	23
Sympathetic		29	10	3	1	2	2	47
Unclassified	16	12	29	21	23	43	29	173
Total	93	121	155	102	87	138	146	842

METHODS OF SETTLEMENT.

The following table illustrates the methods by which trade disputes were settled during 1907:—

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES VIII. A. R. No. 31.

TABLE SHOWING METHODS OF SETTLEMENT OF TRADE DISPUTES IN CANADA DURING THE CALENDAR YEAR 1907.

Methods.	Number of Disputes.												
	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Arbitration		1					1	1		1			4
Conciliation		1			2	2	1	1					7
Negotiations between parties concerned	3	1	2	7	2	12	10	1	3	3	2	1	66
Replacement of strikers	2		2	4	3	4	1	2	4	2	2		26
Work resumed on employers' terms (without negotiations)	1		1	3	5	4	1	4	1	6			26
Demands of strikers granted (without negotiations)						1						1	2
Work resumed (employers not involved)		1	1	1		1						1	5
Employment found elsewhere by strikers				1	21						1		3
Indefinite, unsettled or unknown						1	3		1	3		4	12
Total	6	4	6	16	33	25	17	9	9	15	5	7	151

A comparison of the methods of settlement of trade disputes during the years from 1901 to 1907 is given below.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES VIII. A. R. No. 32.

TABLE SHOWING METHOD OF SETTLEMENT OF TRADE DISPUTES IN CANADA DURING 1901, 1902, 1903, 1904, 1905, 1906 AND 1907.

Methods.	Number of Disputes.							
	1901	1902	1903	1904	1905	1906	1907	Total.
Arbitration	5	6	6	4		3	4	28
Conciliation	6	5	14	5	3	4	7	44
Negotiations between parties concerned	55	73	77	37	41	67	66	416
Replacement of men	13	12	15	10	24	18	26	118
Work resumed on employer's terms (without negotiations)	13	20	26	25	10	28	26	148
Demands of strikers granted (without negotiations)			19	7	5	3	2	36
Work resumed (employer not involved)						4	5	9
Employment found elsewhere by strikers						3	3	6
Indefinite or unsettled	12	5	12	13	2	9	12	65
Not reported			1	2				3
Total	104	121	170	103	85	139	151	873

The following table shows the results of trade disputes which were in existence during 1907, arranged according to the months in which they were terminated.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES VIII. A. R. No. 33.

TABLE SHOWING RESULTS OF TRADE DISPUTES IN CANADA DURING THE CALENDAR YEAR 1907.

Results.	Number of Disputes.												
	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
In favour of employers	3		3	8	9	8	2	6	5	10	3		57
In favour of employees	2	2	2	2	4	10	5	1	1	2	1	1	33
Settled by compromise	1	2		5	16	3	7	1	2	1		1	39
Employees partially successful						1			1	1			3
No change, employers not concerned			1	1								1	3
Indefinite, unsettled or terms unknown					3	3	3	1		1	1	4	16
Total	6	4	6	16	32	25	17	9	9	15	5	7	151

The results of disputes which have occurred in Canada during the past seven years are set forth in the following table.

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLES, VIII. A. R. No. 34.

TABLE SHOWING RESULTS OF TRADE DISPUTES IN CANADA DURING 1901, 1902, 1903, 1904, 1905, 1906 AND 1907.

Results.	Number of Disputes.							
	1901.	1902.	1903.	1904.	1905.	1906.	1907.	Totals
In favour of employers	40	35	46	34	37	45	57	294
In favour of employees	39	46	45	24	24	41	33	252
Settled by compromise	22	33	46	28	15	23	39	206
Employees partially successful	.....	.....	.....	6	....	6	3	15
No change, (employers not concerned)	.....	...	...	...	1	3	3	7
Indefinite, (unsettled or terms unknown)	.....	4	10	9	10	22	16	71
Total	101	118	147	101	87	140	151	845

The following table contains an analysis of the principal causes of the trade disputes which began during 1907, classified according to their results.

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLES, VIII. A. R. No. 35.

TABLE SHOWING CAUSES AND RESULTS OF TRADE DISPUTES IN CANADA DURING THE CALENDAR YEAR 1907.

Causes.	In favour of employers.	In favour of employees.	Settled by compromise.	Strikers partially successful.	Indefinite, unsettled or terms unknown.	Employers not affected.	Total.
For increase in wages	17	20	22	.....	6	.....	65
Against reduction in wages	.....	1	1	.....	1	.....	3
For decrease in hours	4	4	2	.....	1	....	11
For increase in wages and decrease in hours	1	.....	6	.....	1	.. ..	8
For increase in wages and recognition of union	2	.....	1	.....	.....	.....	3
For increase in wages and closed shops	2	.....	.....	1	1	.. .	4
For increase in wages and against discharge of employees	.....	.....	2	.....	.....	.....	2
For increase in wages and other changes	2	.....	2	.....	.....	.....	4
Against increase in hours	1	1	. .	.....	.....	.....	2
Dispute between unions, employer not involved	.....	.....	.....	.....	.....	1	1
For decrease in hours and against employment of non-unionists	.....	.....	....	1	.....	.....	1
For decrease in hours, recognition of union and other changes	.....	1	.....	.....	.....	.. . .	1
For recognition of union	2	... ..	... .	....	1	.....	3
Against employment of non-unionists	10	1	1	1	1	2	16
Against employment of persons other than non-unionists.	3	1	....	.....	.....	....	4
For recognition of union and against discharge of employees	1	.....	.....	.....	.....	.....	1
For increase in wages, shorter hours and closed shops	1	.....	... ..	.....	.....	.....	1
Against discharge of employees	3	2	1	.....	.....	.....	6
Non-payment of wages	.....	1	... ..	....	.....	....	1
Against conditions of employment	.....	1	...	.....	4	.....	5
Sympathetic	2	.....	.....	.....	.....	.....	2
Unclassified	1	.....	1	.....	.....	.....	2
	52	33	39	3	16	3	146

XIV.—INDUSTRIAL ACCIDENTS IN CANADA DURING 1907, WITH COMPARATIVE STATISTICS FOR THE YEARS 1904, 1905 AND 1906.

The statistics relating to industrial accidents* collected by the Department of Labour during the calendar year 1907, show a considerable increase in the number of accidents recorded as compared with the preceding year. In all, some 4,105 fatal and non-fatal accidents were reported in 1907, whereas the number recorded in 1906 was 3,852. The increase was made up almost wholly in the number of fatal accidents, the total for 1907 being 1,353 as compared with 1,107 in 1906. The increase in the number of fatalities is doubtless to be attributed in part to the pronounced activity of general industry throughout the year and the resultant increase in the number of workmen employed in the several branches.

Referring to the monthly record of fatal accidents published below it will be seen that the number of accidents occurring during the months of May to November inclusive, was proportionately larger than in the remaining months of the year, this being the period when industrial activity is at its height throughout Canada. During the period named there occurred 798 fatalities and 1,596 non-fatal accidents.

The branch of industry involving the largest number of fatalities to employees during 1907 was the railway service. Not less than 342 employees of this class lost their lives during the past calendar year, while 337 were victims of more or less serious injuries. Though the number of non-fatal accidents recorded in the metal trades exceeded the latter total, the record of individual accidents in the department shows the injuries received by railway employees were generally of a more serious character than in almost any other branch. If the returns relating to navigation employees and to general transport employees are taken in conjunction with the above, it will be seen that considerably over one-third of the fatal industrial accidents of the year were incurred by employees engaged in transport.

Agriculture ranks in the second place with respect to the number of fatalities, 209 agriculturists having been killed during the year in the course of their occupation.

After the metal and transport trades the largest number of non-fatal accidents Mining ranks third with 181 killed, the metal trades fourth with 154 killed, and lumbering fifth with 129 killed.
were reported in the agricultural and mining industries with 295 and 226 injured respectively, in the building trades with 211, among unskilled labour with 154, and in the woodworking trades and lumbering industry with 138 accidents each. The only branch in which no fatal accident occurred was the leather trades, which had also the lowest record for non-fatal accidents, namely, 3. In both the printing and clothing trades one fatal accident occurred, while the number of non-fatal accidents was almost the same, namely 23 in the former and 24 in the latter. More complete details of this nature may be seen in the statistical tables which are published below.

Comparing the record for 1907 and 1906 in the several groups, a considerable increase in the number of fatal accidents in the agricultural and mining industries and in the metal trades will be found. The most pronounced increase, however, took

place in the railway service, in which the total number of fatal accidents was 90 more in 1907 than in 1906. This was due in part to the great activity in traffic and railway construction work during the year. The number of non-fatal accidents was approximately the same as in 1906 in the railway service but showed an increase among agriculturists and miners. There was a decrease in the number of fatal accidents in the food and tobacco preparation trades, and among navigation employees and unskilled labour, and in the number of non-fatal accidents in the lumbering industry and in the textile, leather, food, and tobacco preparation and miscellaneos trades. A specially noteworthy feature in this connection was the decrease both in the number of killed and injured in the building trades during 1907 as compared with 1906. In these trades 59 workmen were killed in 1906 and 272 injured, whereas the number of killed in 1907 was 33 and of injured 211. The decrease is the more remarkable from the fact that building operations were, on the whole, more active in 1907 than in 1906.

The tables given below, showing the precise causes of the accidents, whether fatal or otherwise, in the several industries and groups of trades, are of special importance inasmuch as they indicate more or less definitely the lines along which remedial action should probably proceed. It will be seen from these tables that the level railway crossing is responsible for the largest number of fatalities in the agricultural industry, 33 agriculturists having been struck and killed by trains in 1907. In the fishing industry 16 out of a total of 17 deaths were from drowning. The largest proportion of fatalities in the lumbering and saw-milling and among navigation employees was also due to drowning, the totals being 44 and 62 respectively. Among miners, the chief source of danger was explosions, in which 53 were killed and 67 injured during the year. Falls of various kinds were responsible for 25 of the 33 fatalities and for 145 of the 211 non-fatal accidents reported in the building trades. In the metal trades, the collapse of the Quebec bridge caused a loss of 63 lives; 16 others were killed by electric shock and 15 by machinery and belting. Machinery and belting also caused 5 out of the 8 fatalities recorded in the wood-working trades, 3 out of 18 fatalities in the food and tobacco preparation trades, and 1 out of 3 fatalities in the textile trades. The only fatalities reported in the printing and clothing trades were from elevator accidents. In the railway service, not less than 106 were killed by being run over by trains, while 42 were struck and killed by locomotives, 37 were killed in collisions, 33 were crushed between cars, and 30 were killed in derailments of engines, cars, &c. The danger involved in the handling of explosives in connection with railway construction is reflected in the large number of men who were killed and injured from this cause in 1907, the total being 51 killed and 49 injured. Among the miscellaneous trades also, 11 fatalities were reported as due to explosions. The serious nature of most of the accidents in the railway service is illustrated in the fact that the number of non-fatal accidents was less than the fatal. This is also true of the navigation group of trades, but in no other branch in the series. Among general transport employees, 11 were killed by falls from vehicles and 9 were drowned. Among civic employees, 2 were killed at fires. Among unskilled labourers, 14 out of a total of 34 deaths and 82 serious injuries out of a total of 154, resulted from falling material, and 8 deaths were due to falls.

The work of collecting and publishing statistics relating to industrial accidents

was begun by the department during the year 1904, and the tables which follow are based on the material collected up to the end of the past calendar year. The statistics are gathered from reports appearing in the press of Canada, carefully verified, and from returns received from correspondents of the *Labour Gazette,* from factories and mines inspectors in the several provinces, from the Board of Railway Commissioners of Canada, the Municipal and Railway Board of Ontario, and various individual sources. The only accidents recorded are those which are incurred by the victims in the course of their employment and which cause loss of life or serious impairment in industrial efficiency. Every effort has been made to make the returns as full and reliable as possible, though it is not claimed that they are complete. It is believed, however, that they are essentially accurate and that they may be accepted as reasonably setting forth the leading elements of danger to employees in the respective occupations.

A series of charts illustrating the fluctuations by months in the number of industrial fatalities in the trades in which the death rate reaches above twenty during the year is added to the statistical tables.

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLES, VIII. A. R. No. 36.

STATISTICAL TABLE OF FATAL INDUSTRIAL ACCIDENTS IN CANADA DURING THE CALENDAR YEAR 1907.

TRADE OR INDUSTRY.	NUMBER OF ACCIDENTS ACCORDING TO MONTH.												
	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Agriculture	5	12	21	18	10	16	18	19	22	24	23	21	209
Fishing and hunting	2	2	..	....	2	5	....	1	2	....	2	1	17
Lumbering	4	7	11	8	14	32	12	5	7	8	10	11	129
Mining	18	11	8	15	12	24	16	15	19	13	13	17	181
Building trades	1	2	1	1	6	2	2	....	3	7	6	2	33
Metal trades	2	6	9	1	9	16	8	69	5	14	8	7	154
Woodworking trades	....	....	....	....	....	....	1	1	2	1	....	3	8
Printing trades	....	....	....	....	....	....	....	1	....	....	....	....	1
Clothing trades	....	....	....	....	....	....	....	....	....	....	....	....	1
Textile trades	....	1	....	....	....	....	2	....	....	....	....	....	3
Food and tobacco preparation	....	1	2	1	3	....	5	1	....	4	1	....	18
Leather trades	....	....	....	....	....	....	....	....	....	....	....	....	....
Railway service	23	30	20	25	20	29	27	34	20	40	51	23	342
Navigation	3	2	1	5	7	16	13	10	11	12	13	7	100
General transport	2	3	3	4	2	8	8	6	4	9	4	2	55
Civic employees	....	....	....	....	....	1	2	1	2	....	....	....	6
Miscellaneous trades	2	3	3	5	8	5	14	6	1	5	7	3	62
Unskilled labour	....	4	4	2	2	7	1	2	2	6	4	...	34
Total	63	84	83	85	95	161	129	171	100	143	142	97	1,353

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLES, VIII. A. R., No. 37.

STATISTICAL TABLE OF NON-FATAL INDUSTRIAL ACCIDENTS IN CANADA DURING THE CALENDAR YEAR 1907.

TRADE OR INDUSTRY.	NUMBER OF ACCIDENTS ACCORDING TO MONTH.												
	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Agriculture	16	24	20	23	23	23	26	27	36	31	25	21	295
Fishing and hunting	....	1	....	....	3	....	....	....	....	....	....	....	4
Lumbering	10	11	11	15	11	18	12	8	10	14	10	7	138
Mining	22	10	10	26	11	23	19	18	27	23	20	17	226
Building trades	15	7	7	12	16	32	31	12	18	30	23	8	211
Metal trades	49	28	41	41	33	70	53	64	40	58	37	50	570
Woodworking trades	9	7	8	8	12	16	12	13	11	13	14	15	138
Printing trades	3	4	1	1	....	1	2	1	1	4	3	2	23
Clothing trades	1	2	5	1	2	2	2	4	....	1	2	2	24
Textile trades	....	6	...	4	2	2	4	3	3	5	7	5	41
Food and tobacco preparation	6	5	3	7	4	4	9	8	6	8	13	1	73
Leather trades	....	....	1	....	....	....	....	....	1	....	....	1	3
Railway service	22	26	30	17	30	26	25	42	31	35	26	27	337
Navigation	1	3	6	4	11	13	10	3	10	6	7	....	74
General transport	10	8	19	16	10	20	21	20	16	29	12	11	193
Civic employees	11	18	9	3	4	4	7	8	1	2	3	11	80
Miscellaneous trades	13	11	9	19	8	13	19	21	10	23	12	10	168
Unskilled labour	7	3	8	11	16	12	15	18	17	24	16	7	154
Total	195	174	188	208	196	279	267	270	244	306	230	195	2,752

DEPARTMENT OF LABOUR, CANADA.
STATISTICAL TABLES VIII A. R. No. 38.

TABLES SHOWING CAUSES OF ACCIDENTS DURING THE YEARS 1904, 1905, 1906 and 1907.

AGRICULTURE.

Causes of Accidents.	Killed.				Injured.			
	1904	1905	1906	1907	1904	1905	1906	1907
Struck and run over by trains	26	19	23	33	7	10	7	13
Injured by live stock	18	18	29	19	19	41	45	44
Falling from vehicles	14	27	11	.....	24	54	9	.....
Run over by vehicles	3	21	4	10	6	23	2	6
Injured by machines and tools	8	14	16	14	18	43	78	61
Falling from haylofts, barns, stacks, etc	5	13	27	24	10	22	62	73
Injured when raising barns	4	2	.....	.....	7	6	.....	.....
Struck by lightning	7	3	18	7	.....	.....	2	3
Exposure and cold	4	.....	6	7	...	2	2	4
Struck by falling trees	1	8	7	25	3	11	18	21
Injured when sawing and chopping wood	1	1	1	... .	10	10	1	.....
Injured by cave-in of pits, etc	2	5	.....	.....	1	7	.....	.....
Injured when blasting	1	.....	5	8	3	3	10	18
Injured when pulling down barns	..	.....	.....	.....	3	5	.....	.....
Blood poisoning	9	.....	3	2	10	4	.....	.....
Burned to death in prairie fire	.....	.....	1	1	.....	.....	.....	.....
Drowned	.....	.....	8	13	.....	.....	.....	.....
Injured in runaways	.....	.....	.....	28	.....	.....	.....	28
Struck by wagon pole	.....	.....	.....	1	.....	.....	.....	.....
Explosion of traction engine	.....	.....	.....	3	.....	.....	.....	.....
Smothered in snow slide	.....	.....	.....	1	.....	.....	.....	.....
Injured by other falling material	.....	.....	.....	2	.....	.....	.....	15
Injured by tools	.....	.....	.....	2	.....	.....	.	6
Stung by bees	.....	.....	.....	1	.....	.....	.....	1
Sunstroke	.....	.....	.....	.....	.....	.....	.....	1
Accidentally shot	.....	.....	.....	1	.....	.....	.....	1
Unclassified	.....	1	.....	1	.....	.....	.....	.....
Total	163	132	159	209	121	241	236	295

FISHING AND HUNTING.

Drowned	16	13	15	16	.....	.....	.....	.....
Caught in bear trap	.....	.....	.....	.....	.....	1	.....	.....
Attacked by moose	.....	.....	.....	.....	1	.....	.....	.....
Injured by falls	.....	.....	.....	.....	.....	.....	2	.....
Contact with ice hook	.....	.....	.....	.....	.....	.....	1	.....
Injured by exposure, cold, etc	.....	..	....	1	.....	.....	.....	4
Total	16	13	15	17	1	1	3	4

TABLES SHOWING CAUSES OF ACCIDENTS DURING THE YEARS 1904, 1905, 1906 and 1907—*Continued.*

LUMBERING AND SAW-MILLING.

Causes of Accidents.	Killed.				Injured.			
	1904	1905	1906	1907	1904	1905	1906	1907
Struck by falling trees	17	14	25	20	3	15	15	9
Struck by logs	4	4	9	11	6	13	7	10
Injured by dynamite explosion	1	2	5	2			6	5
Drowned	22	13	30	44				
Frozen		2	1		2		2	1
Falling off logs	1		3	4		2	9	8
Run over by railway cars	3	2	3	4	2		3	
Struck by wood flying from saws, etc	5	8	7	12	4	17	9	2
Struck by falling lumber		2	2		5	8	8	
Struck by axes when chopping trees					11	15	9	4
Injured by machines and engines	3	8	26	18	36	33	88	79
Injured by boiler explosions	6	10			2	8		
Injured by saws	4	6			34	15		1
Injured by bursting of an emery wheel	1	1	5			20		
Crushed between cars	1			1	1	1		
Injured by bursting of refuse machine		1						
Overwhelmed in mud slides, etc	1	2		1	14	8		
Gunshot wound			2	1				
Falls, general				2				
Run over by dump cart				1				
Killed by a bear				1				
Falling material				7				18
Struck by lightning								1
Unclassified			1					
Total	69	75	119	129	120	155	156	138

MINING.

Explosions in mines	33	15	20	53	11	39	42	67
Blasting	3	1			13	5		
Falling down mine shafts and chutes	8	5	8	3	3	8	9	1
Struck by cars, trips, etc	8	2	13	25	6	7	14	26
Struck by falling stone and earth	14	19	16	10	18	26	9	5
Struck by falling coal	11	16	32	11	12	18	57	20
Crushed between cars, car and mine wall, box and pit props, etc	1	3	7	4	10	10	16	17
Machinery, belting, etc	2	2	7	8		12	14	15
Falling from scaffolds and trestles	3	2			1			
Falling in various ways not specified	5	1		11	6			6
Run over by cars	1	2	4	3	2	4	1	2
Struck by falling wood, etc		2		29	2	2	1	60
Crushed by cave-in	5			2				
Suffocated by gas	6			2				
Drowned			2	16				2
Struck by snow slides			6				3	
Kicked by a mule							1	2
Injured by explosives			1					1
Injured by electric shock			3	1				
Injured by exposure				2				2
Caught in a "bump"				1				
Unclassified	13				33	4		
Total	103	70	119	181	117	135	167	226

TABLES SHOWING CAUSES OF ACCIDENTS DURING THE YEARS 1904, 1905, 1906 AND 1907—*Continued.*

BUILDING TRADES.

Causes of Accidents.	Killed.				Injured.			
	1904.	1905.	1906.	1907.	1904.	1905.	1906.	1907.
Falling from buildings	13	9	4	5	23	48	30	17
Falling from scaffolding, etc.	5	20	8	2	38	78	45	26
Falling through a floor	2					1		
Collapse of building and wall	2				10	9		
Falling from a ladder					14	5	7	
Falling in various ways not specified	1	3	25	18	12	1	109	102
Railway accidents	4	4	3	2	2		1	
Struck by falling stones and bricks	3	3	1	1	6	21	3	
Struck by falling timber	1		1		13	15	13	3
Struck by derricks	2	1	1	1	1	3	5	3
Struck by falling metal					2	2		
Struck by falling window sash		1			2			
Struck by other falling material	2		2	1	2	3	20	26
Injured by elevators and hoists	2			1	2	1	1	2
Injured by electric shock	3	2			1		1	
Injured by tools		1			7	11	3	4
Drowned	2	1	6			2		
Injured by machinery							17	20
Burnt to death			1					
Injured by explosion			3				2	7
Asphyxiated by gas			2				1	
Sunstroke or struck by lightning			2	1			4	
Injured by wood projected from saw								1
Died from lockjaw				1				
Unclassified	1	1			3	1		
Total	43	46	59	33	138	201	262	211

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TABLES SHOWING CAUSES OF ACCIDENTS DURING THE YEARS 1904, 1905 AND 1906.—*Continued.*

METAL TRADES.

Causes of Accidents.	Killed.				Injured.			
	1904.	1905.	1906.	1907.	1904.	1905.	1906.	1907.
Injured by machinery, belting, &c	12	7	8	15	108	147	251	201
Injured by tools	3	1	...	..	15	7	7	6
Struck by falling material	9	5	7	21	92	63	94	129
Injured by hot or molten metal	.....	.....	1	1	55	40	52	31
Injured by electric shock	5	11	14	16	11	13	8	10
Injured by elevators and hoists	4	1	1	6	14	6	6	15
Falling from scaffold, &c	9	5	7	.. .	9	22	25	....
Collapse of scaffolding	2	.....	1	.....	11	2	15	.....
Falling from buildings	4	.. ...	1	14	6	3	.....	102
Falling from bridges	4	3	.....	....	2	5	1	.....
Falling from poles	3	1	.....	.....	11	5	.....	.....
Falling in various ways not specified	4	2	2	..	22	14	40	.....
Injured by derricks and cranes	1	5	2	1	4	9	1	2
Bursting of wheels	2	2	.....	.....	3	5	4	.. ...
Injured by boiler explosions	2	3	2	.....	14	5	7	.... .
Struck by falling wood, poles, &c	5	1	4	....	1	10	33	16
Injured by saws	.....	....	.... .	.....	2	.....	.....	.....
Injured by shears	.....	.....	.....	.....	6	4	.....	.....
Injured by drop hammers	.....	.....	.....	.....	7	3	1	.....
Injured by trip hammers	.....	.....	.....	.....	6	7	.....	1
Overcome by gas	1	1	1	.....	2	.....	.....	1
Scalded by water, steam, &c	.....	1	5	.....	9	4	3	.....
Injured by electricity	.....	.....	...	.....	.....	1	1	.. ...
Injured by explosions of gas, powder, &c	. ....	.....	.....	1	4	6	4	44
Crushed by presses	...	.....	.....	.....	24	26	3	.....
Crushed by cars	.....	3	1	5	2	5	.....	7
Struck by wood flying from a saw	.....	.....	.....	.....	1	2	.....	.....
Struck by lever	1	.....	.... .	.....	.....	1	....	.....
Struck by hook	.....	.... .	.....	.....	1	1	.... .	.....
Crush between girders	.....	.....	...	.....	2	1	.....	.. ...
Crushed in other ways	.....	.....	1	.....	4	1	3	.....
Injured by chains	.....	.....	.....	.....	2	1	.....	.. ..
Cut by a die	.....	.....	.....	.....	1	2	.....	.....
Run over by a cart	.....	....	.....	.....	1	1	...	.....
Drowned	2	2	9	3	.....	....	.....	... ..
Injured when grinding	.....	.....	... .	.....	.....	1	....	.....
Injured by lathes	... ..	....	.....	... .	3	.....	.....	.....
Injured by live stock	.....	.....	.....	2	.....	.....	3	2
Sunstroke while repairing boilers	.. ...	.....	1	.....	...	.....	.....	.....
Gunshot wounds	.....	.....	.. ...	.....	.....	.....	.....	1
Dropped dead while shoeing horse	.....	.....	.....	1	.....	.....	.....	.....
Railway accident	.....	.....	.....	5	....	.. ..	.....	2
Collapse of bridge at Quebec	.....	.....	.....	63	.....	.....	.....	.....
Unclassified	1	2	.....	.....	35	1	.....	.... .
Total	74	56	68	154	490	424	562	570

TABLES SHOWING CAUSES OF ACCIDENTS DURING THE YEARS 1904, 1905, 1906 and 1907—*Continued.*

WOODWORKING TRADES.

Causes of Accidents.	Killed.				Injured.			
	1904.	1905.	1906.	1907.	1904.	1905.	1906.	1907.
Injured by machinery, belting, &c	3	3	2	5	46	28	118	123
Injured by saws	1		1		45	46		
Struck by wood flying from saws, planers, &c	3	1	1		7	6	3	8
Scalded by boiling water	2	1			1	1		
Injured by elevators and hoists	2	1		2	2	4	1	1
Injured by shapers					10	6		
Injured by planers					6	15		
Injured by jointers					6	9		
Injured by knives					4	5		
Injured by other tools					3	2		
Injured by cutters					3	2		
Injured by sanding disc					3	2		
Injured by presses					2			
Struck by falling material				1	3	3	2	5
Injured by spindle carver					1			
Falling from vehicle	1					2		
Falling and jumping from a building					2			
Falling in ways not specified					3	6	4	1
Railway accidents		2				1		
Explosion of boiler							5	
Unclassified					7	2		
Total	12	8	4	8	154	140	133	138

PRINTING TRADES.

Crushed in presses					5	8	17	20
Crushed in printing machines					3	4		
Struck by a falling mould					1	1		
Hot metal and other material						3		
Injured by knives						1		
Elevator accidents		1		1		1		3
Explosion of magnesium powder						1		
Total		1		1	9	19	17	23

CLOTHING TRADES.

Injured by elevators and hoists	1	2	2	1	4	6	4	1
Kicked by a horse						1		1
Injured by machinery, belting, etc		1			8	21	11	18
Injured by mangles					4	1		
Injured by presses					2	2		
Injured by falling						1	1	1
Injured by falling material						1	2	3
Explosion of acetylene gas						1	1	
Mistaken use of nitrate of potash						2		
Unclassified	2				3			
Total	3	3	2	1	21	36	19	24

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TABLES SHOWING CAUSES OF ACCIDENTS DURING THE YEARS 1904, 1905, 1906 and 1907—*Continued.*

TEXTILE TRADES.

Causes of Accidents.	Killed.				Injured.			
	1904.	1905.	1906.	1907.	1904.	1905.	1906.	1907.
Injured by machinery, belting, etc	2		1	1	13	13	41	29
Injured by a loom					2	5		
Injured by a picker					1	2		
Injured by a shuttle					1	1		
Injured by a spindle					1	1		
Injured by an elevator			1		1	2		
Falling from a building, &c		1			1	1		1
Collapse of a building					1	1		
Injured by drawing frame						2		
Run over by train		1						
Ignition of cotton, &c			1	2			1	3
Falling material							3	8
Unclassified	1				2	2		
Total	3	2	3	3	23	30	46	41

FOOD AND TOBACCO PREPARATION.

Injured by machinery, belting, &c	1		5	3	12	23	27	22
Falling from vehicles		2		1	6	10	2	2
Falling from a ladder					1	3		
Falling in various ways not specified	3		4		9	6	14	17
Injured by bursting of bottles	1				2	4		
Run over by cars	1	1				2		
Injured by elevators		1	1	3	4	6	2	3
Scalded by hot water					3	4	10	
Injured by falling of tree		1				1		
Injured by live stock		1		1		2	2	2
Crushed by goods in workshop, &c					3	2		
Injured by a knife or tools			1		1	2	7	2
Injured by a dough mixer					1	2		
Explosion of gas, &c		2	1	2		9	7	12
Drowned			3	1				
Smothered in grain bin			2					
Electric shock				3			1	2
Dropped dead while fighting fire			1					
Railway accident			1	3				
Falling material			1	1			7	12
Unclassified		1			13			
Total	6	9	20	18	55	76	79	74

LEATHER TRADES.

Injured by machinery, belting, &c	1	4	2		1	6	11	2
Burned in a fire		2						
Falling			1			1	2	1
Unclassified	1				3			
Total	2	6	3		4	7	13	3

TABLES SHOWING CAUSES OF ACCIDENTS DURING THE YEARS 1904, 1905, 1906 and 1907—*Continued.*

RAILWAY SERVICE.

Causes of Accidents.	Killed.				Injured.			
	1904.	1905.	1906.	1907.	1904.	1905.	1906.	1907.
Struck by engines, etc	53	37	27	42	35	27	44	16
In collisions	33	25	45	37	77	43	54	39
Derailing of engines, cars, etc	18	16	12	30	24	33	29	18
When coupling	12	20			24	35		
Falling from trains and cars	22	6	14	17	49	31	53	52
Falling from train and run over	26	39			3	16		
Foot catching in frogs, etc., and run over	5	3			5	6		
Run over by trains, etc., in other ways	47	23	62	106	23	10	33	44
Injured by boiler explosions	3	3	5	2	5	12	4	2
Injured by blasting, dynamite, etc	20		43	51	12	9	41	49
Crushed between cars, engines, etc	10	20	21	33	16	28	30	58
Crushed in round-houses and shops	2				5	3		
Striking objects when on moving trains and cars	1	4	5	2	2	23	3	5
Injured by falling snow and rock, etc	4		6	11		3	18	46
Injured by electric shock	2					1		
Struck by falling freight	1				8	10		
Struck by falling metal		6			5	16		1
Falling in other ways	4	2			15	4		
Injured by tools					3	3	4	3
Injured by machinery, belting, etc		1	1			9	10	4
Injured by an elevator		2			1			
Drowned			4	8				
Asphyxiated by gasolene fire			2					
Struck by lightning			4					
Lost on prairie, frozen			1					
Burnt to death				2				
Sunstroke				1				
Unclassified	10	8			30	9		
Total	273	215	252	342	342	331	323	337

NAVIGATION.*

Causes of Accidents.	Killed.			Injured.		
	1905.	1906.	1907.	1905.	1906.	1907.
Drowning	101	92	62			
Injured by falling material		3	5	20	24	19
Caught in hawser				1		
Falling into hold, etc	8	9	17	20	18	30
Explosions of gas, etc	8	1	1	14	5	12
Struck by engine	2	3	2			
Struck by merchandize		1		5	6	
Struck by derricks, cranes, etc	4		6	14		1
Injured by fire on vessel	1	1	5	11		4
Frozen to death	1					
Electric shock		1	1			
Injured by machinery		2	1		1	6
Crushed between wharf and vessel		2				1
Discharge of firearms					1	
Struck by passing object		1				
Exposure		1			6	1
Unclassified	3					
Total	128	117	100	85	61	74

* This group of trades was included with general transport in 1904.

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TABLES SHOWING CAUSES OF ACCIDENTS DURING THE YEARS 1904, 1905, 1906 and 1907—*Continued.*

GENERAL TRANSPORT.

Causes of Accidents.	Killed.				Injured.			
	1904.	1905.	1906.	1907.	1904.	1905.	1906.	1907.
Drowned	33	69	4	9	....	.....	.....	64
Falling on board ship	6	9	.....	.....	14	22	.....	.....
Falling from vehicles	10	6	8	.....	59	52	20	.....
Falling from vehicles and run over	1	6	4	11	.....	10	16	11
Falling from scaffolding	.....	.....	2	..	1	2	.....	.....
Falling from a building	1	.....	.....	.....	.....	.....	.....	.....
Falling in various ways not specified	2	.....	.....	.....	7	.....	56	.....
Crushed between a boat and wharf	2	3	.....	.....	4	4	.....	.....
Injured by elevators and hoists	6	3	1	.....	6	4	.....	6
Injured by blasting and explosions	3	.....	.....	.....	.....	1	.....	1
Struck by trains	4	5	5	2	3	.....	8	10
Run over by trains and cars	3	3	2	2	3	5	.....	9
Run over by vehicles	1	1	.....	.....	6	2	.....	.....
Collisions with street cars	.....	3	.....	.....	6	24	.....	.....
Struck by timber, wood, etc.	4	.....	1	2	10	22	.....	3
Struck by wagon loads	3	1	.....	.....	4	2	.....	.....
Struck by buckets	3	.....	.....	.....	1	.....	.....	.....
Injured by machinery, belting, etc	4	3	.....	2	2	13	7	2
Struck by freight	2	.....	2	3	5	10	7	14
Struck by falling coal	2	.....	.....	.....	1	1	.....	.....
Crushed between cars and vehicles	2	.....	.....	.....	.....	1	.....	.....
Injured by falling earth, etc., in cave-in	3	.....	1	3	1	1	6	.....
Derailing of a train	1	.....	.....	.....	.....	1	.....	.....
Injured by live stock	5	3	2	8	8	15	20	13
Exposure	1	1	1	.....	.....	2	.....	.....
Crushed between cars and shed, etc	1	..	.....	3	..	3	.....	13
Struck by lightning	.....	.....	.....	.....	1	.....	.....	.....
Struck by falling metal	.....	.....	.....	.....	3	2	19	.....
Struck by vehicles	.....	.....	.....	.....	3	2	.....	6
Scalded	.....	.....	.....	.....	2	.....	.....	.....
Caught by hawsers and anchor chains	.....	.....	.....	.....	3	1	.....	.....
Burned in fire on a ship	.....	3	1	.....	2	11	.....	.....
Struck by a pulley	.....	.....	.....	.....	2	.....	.....	.....
Struck by falling bricks	.....	1	.....	.....	.....	.....	6	.....
Collisions	....	.....	12	5	1	.....	13	28
Runaways	.....	.....	.....	4	.....	.....	.....	11
Electric shock	.....	.....	.....	1	.....	.....	.....	2
Unclassified	.....	20	.....	.....	10	20	.....	.....
Total	103	140	45	55	168	234	178	193

CIVIC EMPLOYEES. *

	1905.	1906.	1907.	1905.	1906.	1907.
Injured by falls on way to fire, at fires, &c	4	1	2	53	43	29
Injured by falling material	2	.....	1	10	6	27
Injured by collision between prison van and street car	.....	.....	.....	3	5	6
Injured while arresting prisoners	.....	.....	.....	5	7	1
Injured while lifting a tile	1	1	.....	.....	.....	.....
Injured in an elevator	.....	.....	.....	1	2	.....
Struck by engine	.....	2	.....	.....	1	2
Asphyxiated by gas	.....	1	.....	.....	1	.....
Explosion of gas, etc.	.....	.....	1	.....	1	10
Run over by vehicles	.....	.....	.....	.....	.....	2
Injured by live stock	.....	.....	.....	.....	.....	2
Injured by tools	.....	.....	.....	.....	.....	1
Drowned	.....	.....	1	.....	.....	.....
Electric shock	.....	.....	1	.....	.....	.....
Total	7	5	6	72	66	80

* This group was constituted as a distinct unit in 1905.

TABLES SHOWING CAUSES OF ACCIDENTS DURING THE YEARS 1904, 1905 AND 1906—*Continued.*

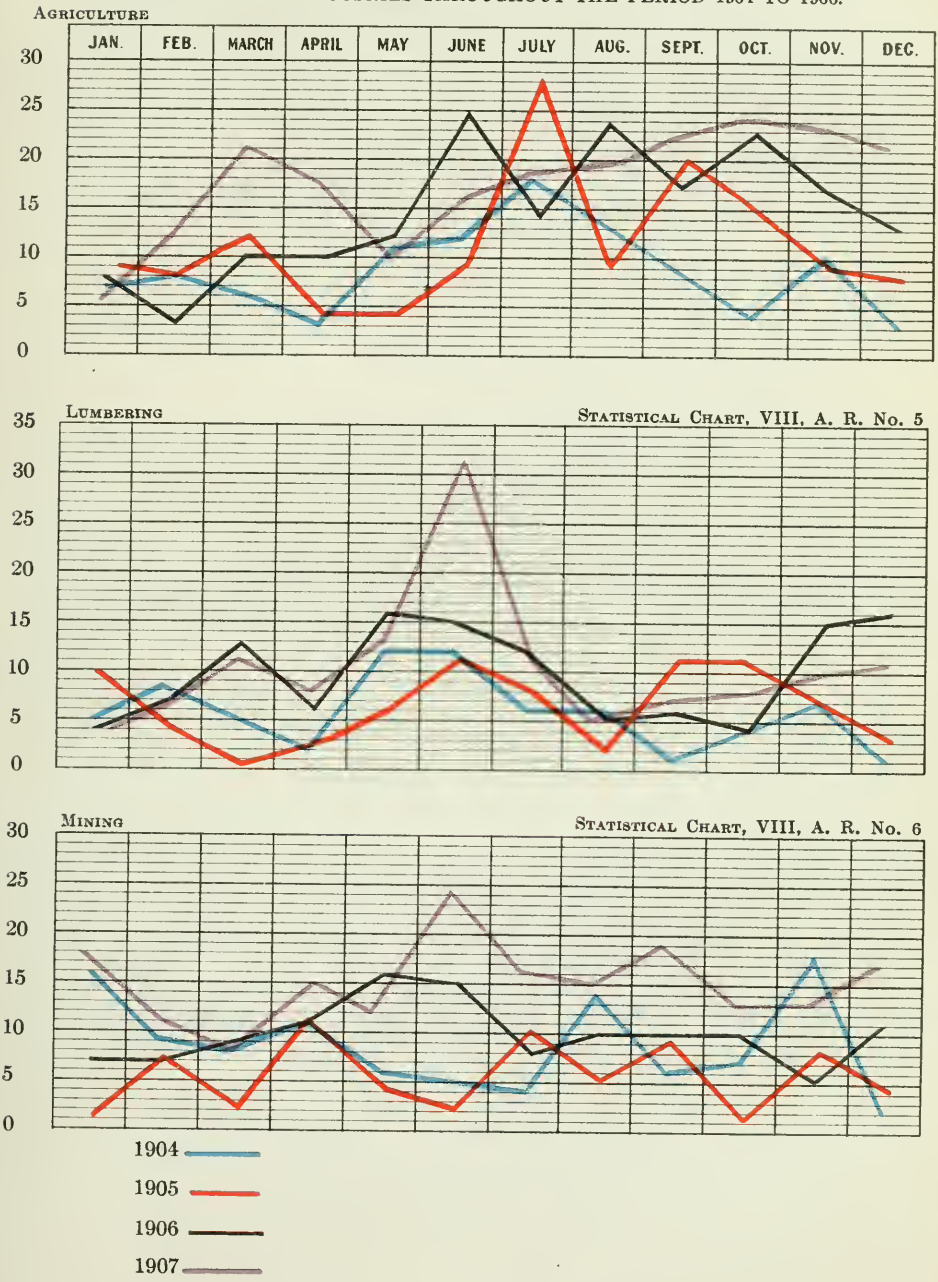
MISCELLANEOUS TRADES.

Causes of Accidents.	Killed.				Injured.			
	1904.	1905.	1906.	1907.	1904.	1905.	1906.	1907.
Blasting, explosions of dynamite, &c	7	5	2	11	2	18	19	30
Other explosions	3	5	2	.....	2	9	22	....
Boiler explosions	.....	2	.....	....	4	9	.....	.....
Injured by machinery, belting, &c	4	20	7	5	26	48	75	48
Railway accidents	4	3	6	3	8	8	4	2
Falling from vehicles	1	.....	2	4	4	13	5	9
Falling from buildings	1	2	.....	1	17	5	1	5
Collapse of buildings	3	1	.....	.....	16	1	.....	.....
Falling from scaffolding	....	1	1	.....	3	.....	1	.....
Falling in various ways not specified	4	7	1	4	13	15	56	21
Poisonous fumes	3	1	9	1	11	.....	.....	.....
Injured in various ways at fires	.....	.....	.....	1	27	3	.....	11
Struck by falling wood	1	1	.....	.....	1	6	....	.....
Drowned	3	16	7	8	.....	.....	.....	.....
Injured by live stock	2	1	1	2	5	5	5	4
Elevator accidents	.....	4	5	2	9	1	4	6
Injured by cave-in of earth	.....	....	3	3	.....	.....	4	.....
Injured by electricity	.....	.....	1	1	.....	.....	.....	.....
Injured by exposure	.....	.....	.....	....	.....	.....	1	1
Suffocated at a fire	.....	.....	2	.....	.....	.....	.....	.....
Heart failure	.....	.....	1	.....	.....	.....	.....	.....
Discharge of firearms	.....	.....	1	1	.....	.....	2	1
Burned to death	.....	.....	2	5	.....	.....	.....	.....
Struck by falling material	.....	.....	2	9	....	.....	27	30
Ruptured artery in struggle with patient	.....	.....	.....	1	.....	.....	.....	.....
Unclassified	5	2	1	.....	30	18	.....	.....
Total	41	71	56	62	178	159	226	168

UNSKILLED LABOUR.

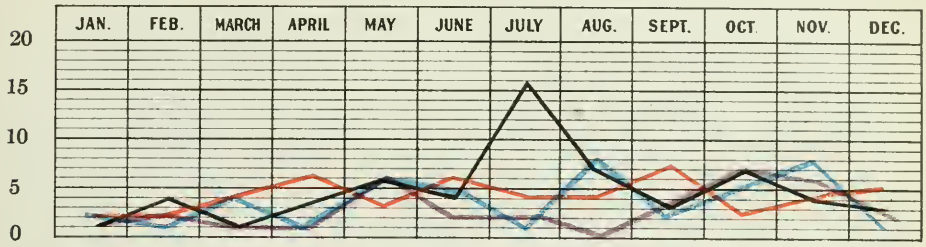
Falling from buildings	4	.....	2	.....	8	7	....	1
Falling from scaffolding	1	....	1	.....	6	2	.....	.....
Struck by falling wood	.....	2	4	.....	12	13	15	.....
Falling from vehicles	.....	1	.....	1	3	1	25	2
Falling in other ways	2	4	5	7	7	21	.....	22
Struck by falling stones, bricks, &c	5	7	1	14	13	35	50	82
Injured by elevators and hoists	.....	1	.....	1	1	5	8	4
Injured by caving-in of earth	4	5	7	4	5	10	3	2
Injured by derricks and cranes	1	2	.....	.....	9	5	.....	.....
Drowned	1	1	7	.....	.....	3	.....	.....
Blasting, explosions of dynamite, &c	2	7	1	1	15	10	7	5
Injured by machinery, belting, &c	....	2	....	1	3	12	13	17
Struck by falling metal	.....	1	.....	.....	8	2	.....	.....
Collapse of part of building	.....	2	.....	.....	.....	.....	.....	.....
Railway accidents	.....	16	10	4	.....	15	5	11
Run over by vehicles	.....	.....	.....	1	.....	.....	2	6
Injured by exposure	.....	.....	1	.....	.....	.....	1	.....
Injured by tools	.....	.....	.....	.....	.....	.....	5	1
Injured by live stock	.....	.....	1	.....	.....	.....	4	1
Asphyxiated by gas	.....	.....	.....	.....	.....	.....	3	.....
Injured by electric shock	.....	.....	3	.....	.....	.....	1	.....
Unclassified	10	6	....	.....	29	2	....	.....
Total	30	57	43	34	119	143	142	154

DIAGRAMS SHOWING NUMBER OF FATAL ACCIDENTS BY MONTHS IN VARIOUS TRADES AND INDUSTRIES THROUGHOUT THE PERIOD 1904 TO 1906.



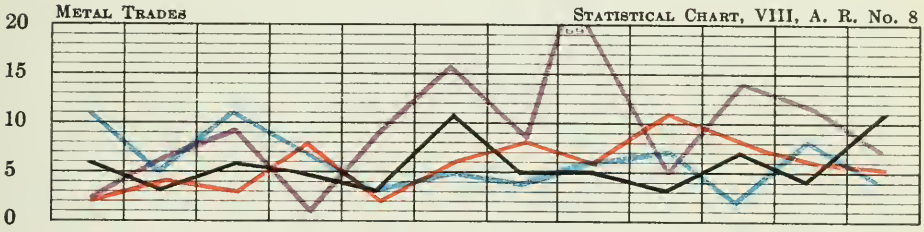
DIAGRAMS SHOWING NUMBER OF FATAL ACCIDENTS BY MONTHS IN VARIOUS TRADES AND INDUSTRIES THROUGHOUT THE PERIOD 1904 TO 1906.

Building Trades



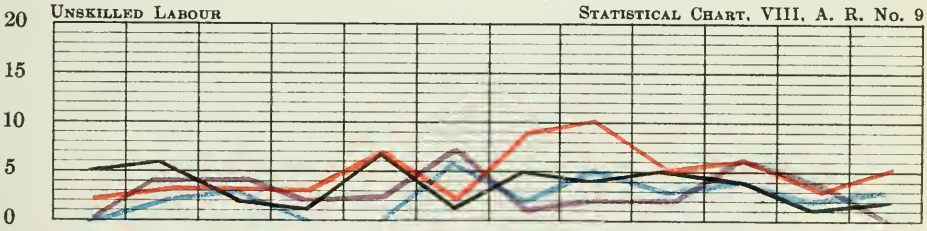
Metal Trades

Statistical Chart, VIII, A. R. No. 8



Unskilled Labour

Statistical Chart, VIII, A. R. No. 9



1904

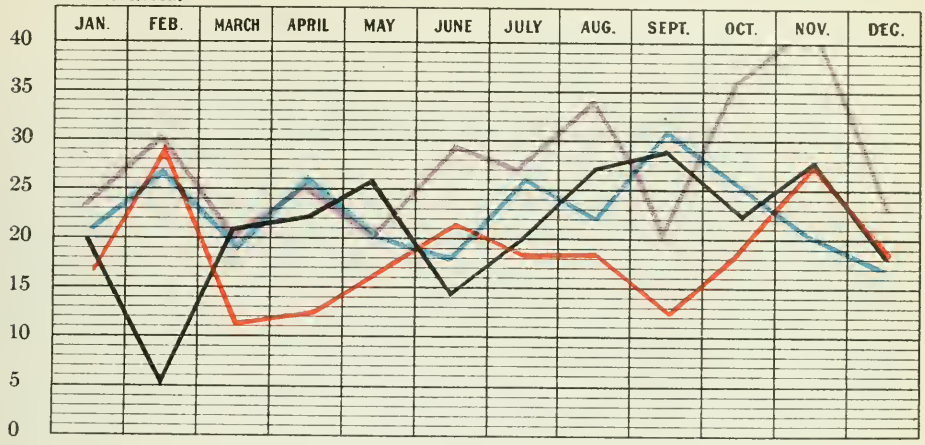
1905

1906

1907

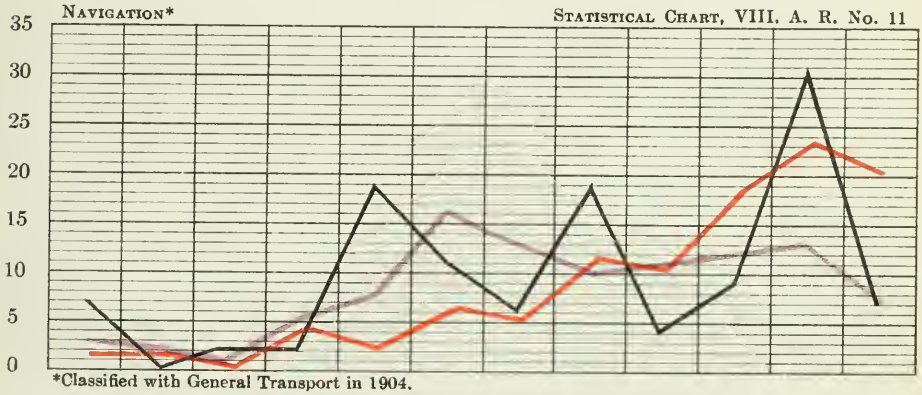
DIAGRAMS SHOWING NUMBER OF FATAL ACCIDENTS BY MONTHS IN VARIOUS TRADES AND INDUSTRIES THROUGHOUT THE PERIOD 1904 TO 1906.

Railway Service.



Navigation*

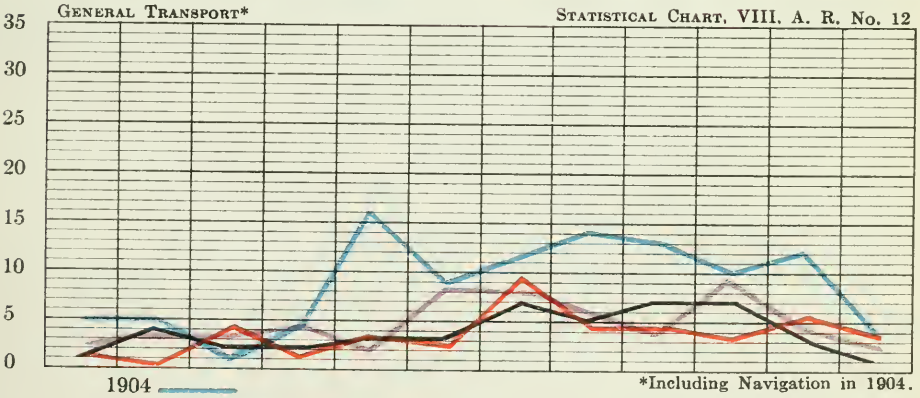
Statistical Chart, VIII, A. R. No. 11



*Classified with General Transport in 1904.

General Transport*

Statistical Chart, VIII, A. R. No. 12



1904
1905
1906
1907

*Including Navigation in 1904.

XV.—THE LIBRARY OF THE DEPARTMENT.

The work in connection with the library of the department was carried on as in previous years. Many additional books and pamphlets were added, relating chiefly to industrial questions of especial interest to Canadians at the present time, and efforts were made to get into closer touch with the industrial and social movements of other countries. One hundred and twenty-five periodicals were received regularly by the department, the majority of which were issued by labour organizations of the United States and Canada. The work of cataloguing books and pamphlets was continued, the total number of catalogue cards in the department referring to the general library being about 8,500 at the close of the fiscal year.

Exchanges of publications were arranged with the United States Bureau of Corporations, with the Department of Labour of the Argentine Republic, the Statistical Office of Wiesbaden, and with the publishers of the following periodicals; *Saskatchewan Labour's Realm, Railroad Employee, The Train Dispatcher, The American Pressman, The Trades Unionist* (Vancouver, B.C.), *L'Ouvrier, the South African Typographical Journal,* and *The Canadian Dairyman.*

The department is indebted to the Secretary of the Department of Labour of New Zealand and to the Director of Labour of New South Wales for copies of laws relating to labour which have been enacted by their respective governments.

Through the kindness of interested parties many additions were made to the collection of trade agreements in force in Canada which was begun in the previous year. These agreements were published in the *Labour Gazette* as they were received.

A catalogue of government reports and other publications relating to industrial and labour conditions and of trade and labour journals received at the department during the fiscal year is published herewith.

CATALOGUE OF REPORTS AND OTHER DOCUMENTS ADDED TO THE LIBRARY OF THE DEPARTMENT OF LABOUR DURING THE YEAR ENDED MARCH 31, 1908.

Part I.—Publications of Labour Departments and Bureaus of Labour Statistics.

DOMINION OF CANADA.

Dominion Government.

PUBLICATIONS OF THE DEPARTMENT OF LABOUR AND OF THE DOMINION GOVERNMENT.

(*a*) *Monthly Journal.*

The 'Labour Gazette'—the Official Journal of the Department of Labour, published monthly:

	Year.
Vol. VII., No. 10 to Vol. VIII. No. 9, April, 1907 to March	1908

(*b*) *Annual Report.*

The Seventh Annual Report of the Department of Labour	1906-1907

(*c*) *Special Reports.*

Report of the Royal Commission on a dispute respecting hours of employment between the Bell Telephone Company of Canada, Ltd., and operators at Toronto	1907
Copy of Return to Parliament relating to the Industrial Disputes Investigation Act, 1907. Showing the Proceedings under the Act from March 22, 1907, to February 15	1908

Provincial Governments.

QUEBEC DEPARTMENT OF PUBLIC WORKS AND LABOUR.

Annual Report.

General Report of the Minister of Public Works and Labour of the Province of Quebec for the year ending 30th June	1907

ONTARIO BUREAU OF LABOUR.

Annual Report.

Seventh Annual Report of the Bureau of Labour for the year ending December 31	1906
Eighth Report of the Bureau of Labour for the year ending December 31	1908

THE UNITED KINGDOM.

(a) *Monthly Journal.*

The 'Labour Gazette'—the Journal of the Labour Department of the Board of Trade, published monthly:

Volume 15, April to December 1907
" 16, January to March 1908

(b) *Annual and Special Reports.*

Changes in Wages and Hours of Labour in the United Kingdom:
Fourteenth report on 1906

Strikes and Lockouts:
Nineteenth report on 1906

Labour Statistics:
Thirteenth annual abstract 1905-1906

Conciliation:
Sixth report of Proceedings under the Conciliation (Trade Disputes) Act, 1896, for 1905-1907
Report on Rules of Voluntary Conciliation and Arbitration Boards and Joint Committees 1907

Industrial Associations:
Directory of Industrial Associations in the United Kingdom in 1907

THE UNITED STATES.

The Federal Government.

PUBLICATIONS OF THE DEPARTMENT OF COMMERCE AND LABOUR, WASHINGTON, D.C.

Bureau of Labour.

Bi-Monthly Journal.

Bulletin of the Department of Labour, Washington:

Year.

Volume 12, May to November 1907
" 13, January and March 1908

The State Governments.

PUBLICATIONS OF THE BUREAUS OF LABOUR STATISTICS.

Idaho—Bureau of Immigration, Labour and Statistics.
The State of Idaho, Third Biennial Report 1905-1906

Illinois—Bureau of Labour Statistics:
Twenty fifth Annual Coal Report, also Eighth Annual Report of the Illinois Free Employment Offices 1906

YEAR.

Maine :

Labour Laws of Maine.. 1908

Maryland—Bureau of Statistics and Information:

Sixteenth annual report.. 1907

Massachusetts—Bureau of Statistics of Labour:

(*a*) *Monthly Journal.*

Labour Bulletin of the Commonwealth of Massachusetts :

April, 1907-8, March.. 1908

(*b*) *Annual and Special Reports.*

Annual Report—

Thirty-seventh annual report for.. 1906

Industrial Opportunities—

Industrial opportunities not yet utilized in Massachusetts (from annual report).. 1906

Manufactures—

Statistics of manufacturers, (from annual report).. 1906

Labour and Industrial Chronology (from annual report).. 1906

Strikes and Lockouts—

Strikes and Lockouts in Massachusetts (from annual report).. 1906

State Free Employment Offices—

First Annual Report for the fiscal year ending November 30.. 1907

Conciliation and Arbitration—

Twenty-first Annual Report of the State Board.. 1906

Minnesota—Bureau of Labour:

Biennial Report—

Tenth Biennial Report.. 1905-1906

Nebraska—Bureau of Labour and Industrial Statistics:

Bulletin No. 11.. 1907

New York—Department of Labour:

Quarterly Journal—

New York Labour Bulletin (quarterly)—June, 1907, to March 1908

Annual Reports—

Twenty-fourth annual report of the Bureau of Labour Statistics.. .. 1906

Sixth general report. Factory inspection, mediation and arbitration.. 1906

North Carolina—Bureau of Labour and Printing:

Twentieth Annual Report.. 1906

Ohio—Bureau of Labour Statistics:

Annual Report—

Thirtieth annual report.. 1906

Virginia—Bureau of Labour and Industrial Statistics:

Annual Report—

Tenth annual report.. 1907

Washington—Bureau of Labour Statistics and Factory Inspection:

Fifth Biennial Report. 1905-1906

Wisconsin—Bureau of Labour and Industrial Statistics:

Biennial Report.

Twelfth Biennial Report. 1905-1906

ARGENTINE REPUBLIC.

Publications of the 'Departamento Nacionel del Trabajo':

Boletin del Departmento Nacionel del Trabajo, Nos. 1 to 4, June, 1907, to March. 1908

Informe sobre la reglementacion del Trabajo de les Mujeres y Ninos.

AUSTRIA.

Die Arbeitseinstellungen und Aussperrungen in Oesterreich, während des Jahres. 1906

Sociale Rundschau, 8 Jahrgang, Nos. 4 to 12. 1907

" 9 " Nos. 1 to 3. 1908

Bericht über die Tätigkeit des K.K. Arbeitsstatistischen Amtes im Handelsministerium während des Jahres. 1906

Arbeitszeitverlangerungen (überstunden) im Jahres 1906, in Fabricks-mäszigen-betrieben. 1907

Die Arbeitszeit in der Fabricks-betrieben Oesterreichs. 1907

BELGIUM.

PUBLICATIONS OF L'OFFICE DU TRAVAIL.

(*a*) *Monthly Journal.*

Revue du Travail (April to December). 1907

" (January to March). 1908

(*b*) *Annual and Special Reports.*

Annuaire de la législation du travail, tables decennielles des Volumes I à X. 1907

Rapport annuel de l'Inspection du Travail. 1906

Statistique des Grèves en Belgique. 1901-1905

Fabrication et Travail du Verre. 1907

Rapport sur les Unions Professionelles pendant les années, 1902-1904. . 1907

FRANCE.

PUBLICATIONS OF THE MINISTÉRE DU COMMERCE DE L'INDUSTRIE DES POSTES ET DES TELÉGRAPHES.

(*a*) *Monthly Journal.*

Bulletin de *l'Office du Travail* (Nos. 4 to 12) 1907
Bulletin de *l'Office du Travail* (Nos. 1 to 3) 1908

(*b*) *Annual and Special Reports.*

Annuaire Statistique, Vingt-sixième volume 1906
Statistique annuelle des institutions d'assistance, année 1905

Special Reports—
Album Graphique de la Statistique Générale de la France 1907
Resultats Statistiques des Recensement Générales de la Population effectué le 24 mars, 1901, Tome V 1907

GERMANY.

Publications of the 'Kaiserliche Statistische Amt':

Reichs-Arbeitsblatt, v. Jahrgang nr 4-12; vi. Jahrgang nr 1-3 1907-8
Protokolle über die Verhandlungen des Beirats für Arbeiterstatistik. 1907
Erhebung über die Arbeitszeit Binnenschiffahrts-Gewerbe 1907
Bericht über die Tätigkeit des K. K. Arbeitsstatistischen amtes im Handelsministerium während 1906
Die Fortschritte der amtlichen Arbeitstatistik in der Wichtigsten Staaten, Zweiter Teil 1908
Erhebung über die Wirkungen des Handwerkergesetzes 1908

HOLLAND.

Publications of the 'Central Bureau Voor de Statistick':

Werkstakingen en Uitsluitengen in Nederland gedurende 1906

ITALY.

Publications of the Ufficio del'Lavoro:

Bolletino dell'ufficio del Lavoro. Vol. VII, March-December, 1906. Vol. VIII., January and February 1907
L'Opera compiuto dell'ufficio e del consiglio superiore del Lavoro del 1 luglio 1905, el 31 dicembre 1906
Statistice degli scioperi avenuti in Italie nell'anno 1904
Lavatori delle Moniere-Parte Prime 1908

NEW SOUTH WALES.

Annual Reports—

Department of Labour and Industry :

First annual report of the Director of Labour for the year ended 30th June. 1906

Report on the working of the Factories and Shops Act ; early-closing Acts; Shearer's Accommodation Act, etc., etc., during. 1906

Industrial Arbitration Reports and Records :

Vol. V., 1906, Vol. VI., parts 1, 2. 1907

QUEENSLAND.

Annual Reports—

Government Labour Bureau and Relief :

Report of the officer in charge for. 1904

WESTERN AUSTRALIA.

Annual Report—

Government Labour Bureau :

Eight annual report by the Superintendent for. 1905

NEW ZEALAND.

Department of Labour :

(*a*) *Monthly Journal.*

Journal of the Department of Labour, Vol. 16 (from April to Dec.). . 1907

" " Vol. 17 (from Jan. to March). . 1908

(*b*) *Annual Reports.*

Sixteenth annual report from April, 1906, to March, 1907. 1907

Report on workers' dwellings. 1907

(*c*) *Other Publications.*

New Zealand Department of Labour :

Its organization and work. 1907

The labour laws of New Zealand. 1905

Exhibit of the Department of Labour at the International Exhibition at Christchurch, November, 1906, to April, 1907. 1907

PART II.—OTHER PUBLICATIONS RELATING TO LABOUR.

(Excepting Trade and Labour Journals.)

CANADA.

I.—GOVERNMENT PUBLICATIONS.

(a) Publications of the Dominion Government.

Department of Mines, Geological Survey Branch :

Annual report, Section of Mines, for.. 1905
Summary report of the year.. 1907
Report on the Cascade Coal Basin, Alberta.. 1907
The Falls of Niagara.. 1905-6

Other Miscellaneous Government Publications :

Canadian Patent Office Record, April, 1907, to March.. 1908
Report of the Select Standing Committee on Agriculture and Colonization.. 1906-7
Statutes of Canada.. 1907
Report of the Department of Trade and Commerce—
Part I.—Canadian trade for the fiscal year ended March 31.. 1907
Part II.—Trade of Foreign Countries and Treaties and Conventions for the fiscal year.. 1906
Part II.—Trade of Foreign Countries and Treaties and Conventions for the fiscal year.. 1907
Supplement, with statistics showing steamship traffic to December 31, 1907, and estimates for fiscal year.. 1908-9
Railway Statistics of the Dominion of Canada for the year ended June 30.. 1906
Railway Statistics of the Dominion of Canada for the year ended June 30.. 1907
Report on Immigration. Part II. Annual Report of the Department of the Interior.. 1906
Report of the Surveyor General of Dominion Lands for the year ending June 30.. 1906
Old Age Annuities—Speeches delivered in the Senate of Canada during the Third Session of the Tenth Parliament, 6-7 Edward VII.. 1906-7
Report, Returns and Statistics of Inland Revenues of the Dominion of Canada—
Part I.—Excise, etc.
Part II.—Inspection of Weights and Measures, Gas and Electric Light for the nine months ended March 31.. 1907
Part III.—Adulteration of Food.
Tables of the trade and navigation of the Dominion of Canada for nine months of fiscal year ended March 31.. 1907
Report of the Superintendent of Insurance for the year ended December 31.. 1906

SESSIONAL PAPER No. 36

Report of the Minister of Agriculture for the fiscal year ended March 31.. .. .. .

New Brunswick :

Annual report of the Commissioner of Agriculture for.. 1906
Acts of the Legislative Assembly.. 1907

Quebec :

Report of the Commission of Colonization and Public Works, containing reports of Inspectors of Factories and Industrial Establishments.. 1907
Statutes of Quebec, 7 Edward VII.. 1907

Ontario :

Statutes.. 1907
Nineteenth annual report of the Inspectors of Factories for.. 1906
Appendix to nineteenth report of Inspectors of Factories for.. 1906
Annual reports of the Dairymen's Associations for.. 1906
Thirty-second annual report of the Ontario Agricultural College and Experimental Farm for.. 1906
Thirty-third annual report of the Ontario Agricultural College and Experimental Farm for.. 1907
Annual report of the Bee-keepers' Association for.. 1906
Thirty-eighth annual report of the Entomological Society.. 1907
Report of the Inspection of Liquor Licenses for.. 1906
Report on the Operation of the Liquor License Acts for.. 1907
Fourth annual report of the Bureau of Archives for.. 1906
Thirty-seventh annual report of the Fruit Growers' Association of Ontario.. 1906
Twenty-eighth annual report of the Ontario Agricultural and Experimental Union.. 1906
Twenty-ninth annual report of the Ontario Agricultural and Experimental Union.. 1907
Annual report of the Minister of Lands, Forests and Mines for.. 1906
Report of the Bureau of Mines, Vol. 15, Part II.. 1906
The Sanitary Journal of the Provincial Board of Health, Parts III and IV of the 25th annual report.. 1906
Report of the Royal Commission on the University of Toronto.. 1906
The Fruits of Ontario.. 1906
Report of the Text-book Commission.. 1907
Second annual report of the Poultry Institute.. 1906-7
Second annual report of the Vegetable Growers' Association.. 1906
Loan Corporations' Statements for.. 1906
Annual report of the Agricultural Societies.. 1907
Annual reports of the Live Stock Associations for Ontario for 1906 and 1907
Annual report of the Bureau of Industries, Parts I., II., IIII., for.. 1906
Annual report of the Farmers' Institutes of Ontario for.. 1906
Annual report of the Farmers' Institutes of Ontario.. 1907
Report of the Special Committee on Prison Labour.. 1908
Twelfth annual report on Highway Improvement, Ontario.. 1908
Report of the Committee on Child Labour.. 1907

Report of Commission on the Methods employed in Caring for and Treating the Insane.. 1908
Handbook for the use of the Women's Institutes.. 1907
Public Accounts for.. 1907
Estimates of the Province of Ontario for the year ending December 31. 1907
Estimates of the Province of Ontario for the year ending December 31. 1908
Report of the Ontario Game Commission for.. 1906
Twenty-first annual report of the Commissioners for the Queen Victoria Niagara Falls Park for.. 1906
Fifth annual report of the Temiskaming and Northern Ontario Railway Commission, to December 31.. 1906
Report of the Minister of Education, Part II., for.. 1906
Huron Village Sites, by Andrew Hunter, M.A., being an appendix to the report of the Minister of Education for the year.. 1906
Eleventh annual report on Highway Improvement.. 1907
Twenfth annual report on Highway Improvement.. 1908
Report of the Special Investigation on Horse Breeding in Ontario... 1906
Bureau of Industries, Municipal Bulletin No. 1.. 1907
" Crop Bulletin No. 96.. 1907
First annual report of the Horticultural Societies of Ontario for the year.. 1906
Report of the Women's Institute of the Province of Ontario.. 1907
Hand-book for the use of Women's Institutes in Ontario.. 1907
Annual Archæological Report.. 1906
Annual Report of the Inspector of Registry Offices for.. 1906
Report of the Secretary and Registrar of the Province of Ontario for. 1906
University of Toronto—Report of the Board of Governors for the year ending June 30.. 1907
Statement of Receipts and Disbursements of the Temiskaming and Northern Ontario Railway on account of construction for.. 1907
The Arbitration on the Unsettled Accounts between the Dominion of Canada and the provinces of Ontario and Quebec. Nineteenth award dated January 6.. 1908
Thirty-eighth annual report of the Inspector of Prisons and Public Charities upon the Hospitals and Charities, &c., of the province of Ontario, for the year ending September 30.. 1907
Thirty-ninth annual report of the Inspector of Prisons and Public Charities upon the Lunatic and Idiot Asylums of the province of Ontario, for the year ending September 30.. 1906
Fourteenth report of the Superintendent of Neglected and Dependent Children for.. 1906
Report relating to the Registration of Births, Marriages and Deaths, for the year ending December 31.. 1905
Report of the Bureau of Mines, Vol. XVI., Part I.. 1907
Report of the Inspector of Insurance and Friendly Societies, for the year.. 1906

Manitoba :

Statutes.. 1907
Report of the Cattle Breeders Association, the Horse Breeders' Association, the Sheep and Swine Breeders' Association, the Manitoba Dairy Association for the year.. 1906
Journals and Sessional Papers, Legislative Assembly.. 1907

Saskatchewan :

Journals—First Session of the First Legislative Assembly.. 1906
Statutes.. 1907
Public Accounts for the financial years.. .. ..1905, 1906-7
Reports of the Department of Public Works for the four months ended December 31, 1905, and the fourteen months ended February 28.. 1907

Alberta :

Annual report of the Department of Education.. 1906
Annual report of the Department of Agriculture.. 1905-6
Public and Private Acts.. 1908
Report of the Chief Commissioner of Lands and Works for the fiscal year.. 1905-6
Thirty-fourth annual report of the Registrar General, abstract of.. .. 1906
Official Hand-book of Alberta.. 1907

British Columbia :

Public Accounts for the year ended June 30.. 1907
Annual report on the Public Hospital for the Insane for.. 1906
Annual report of the Minister of Mines for.. 1906
Estimates for the fiscal year ending June 30.. 1908
Report of the Fisheries Commissioners for.. 1906
Annual report of the Department of Public Works.. 1906
Statutes.. .. ..1906, 1907

II.—OTHER CANADIAN PUBLICATIONS.

Publications containing Statistical and Descriptive Information concerning Resources, and Industrial, Commercial and Labour Conditions in Canada :

Canadian Almanac.. 1908

Board of Trade Reports :

Twentieth annual report of the Vancouver Board of Trade.. 1906-1907

Publications of Trade and other Labour Organizations :

Labour Day Annual, Ottawa.. 1907
Report of the Proceedings of the Twenty-third Annual Convention of the Trades and Labour Congress of Canada, Winnipeg, September 1907
Report of the Proceedings of the Fifth Annual Convention of the National Trades and Labour Congress of Canada, Glace Bay, N.S., September.. 1907

Other Publications :

Twentieth annual report of the Protestant Home for the Aged, Ottawa, for the year ending September 30.. 1907

THE UNITED KINGDOM.

I.—GOVERNMENT PUBLICATIONS.

Publications of the Home Office :

Mines and Quarries : General report and statistics—
Part II—Labour for.. 1906
Reports of Inspectors of Mines for.. .. 1906
Miners' Eight-hour Day Committee reports.. .. 1907
Report of the Departmental Committee on Compensation for Industrial Diseases, minutes of evidence.. .. 1907
Second report of the Departmental Committee on Ventilation of Factories and Workshops. Part II Appendix.. .. 1907
Statistics of Proceedings under the Workmen's Compensation Acts, 1897 and 1900, and the Employers' Liability Act, 1880, during the year.. .. 1906

Reports of the Chief Registrar of Friendly Societies :

Annual reports, Part A, B, C, for.. .. 1906
Annual reports, Part A, Appendix (N), for.. .. 1906
Eleventh annual report on Building Societies, Part I. and II., for the year.. .. 1905
Twelfth annual report on Building Societies, Part I., for the year.. 1906

Publications of the Commercial Department of the Board of Trade :

The Board of Trade Journal, published weekly, April, 1907, to March. 1908
Statistical Abstract for the several British Colonies, Possessions and Protectorates in each year from 1891 to 1905.. .. 1907
Statistical Abstract for the British Empire in each year from 1891, to 1905, third number.. .. 1907
Statistical Abstract for the British Empire in each year from 1892 to 1906, fourth number.. .. 1908
Statistical Abstract of the principal and other foreign countries in each year from 1896 to 1903-4.. .. 1907
Statistical Abstract of the principal and other foreign countries in each year from 1895 to 1904-5.. .. 1907
Statistical Abstract for the United Kingdom in each of the last fifteen years from 1892 to 1906.. .. 1907

Publications of the Railway Department of the Board of Trade :

Return of Railway Servants (Hours of Labour).. .. 1907
General repotr of the Board of Trade upon the Accidents that have occurred on the Railways of the United Kingdom during the year. 1906
Reports of the Departmental Committee on Check Weighing in Chalk Quarries and Cement works, and in Lime Stone Quarries and Lime works.. .. 1908

Publications of the Customs Department :

Abstract and detailed tables showing Countries of Consignment of Imports and Countries of ultimate Destination of Exports.. .. 1907

Publications of the House of Commons :

Index and Digest of Evidence to the Report and Special Report from the Select Committee on Housing of the Working Classes Acts Amendment Bill.. 1907

Report from the Special Committee on Homework, together with the Proceedings of the Committee, Minutes of Evidence and Appendix 1907

Copy of Statistical Tables relating to Emigration and Immigration from and into the United Kingdom in the year.. 1906

Other Government Publications :

Thirty-fifth annual report of the Local Government Board.. 1905-6

Report by the Local Government Board for Scotland as to the proceedings of Distress Committees in Scotland from the date of their Appointment to May 16.. 1906

Report by the Local Government Board for Scotland as to Proceedings of Distress Committee in Scotland for the year ended May 15.. 1907

Papers relating to a Federation of the South African Colonies.. 1907

Report of the Government Factories and Workshops Committee.. .. 1907

Annual Statement of the trade of the United Kingdom with Foreign Countries and British Possessions, 1906, compared with the four preceding years, Vol. I.. 1907

Minutes of Evidence taken before the Departmental Committee appointed to consider whether the Post Office should provide facilities for Insurance under the Workmen's Compensation Acts.. 1907

Report of the Textile Factories Labour Committee, appointed by the Government of India, December, 1906, to inquire into the Conditions of Factory Labour in India, with Appendices.. 1907

Statistical Abstract for the several British Colonies Possessions and Protectorates in each year from 1892 to.. 1906

II.—OTHER PUBLICATIONS.

Publications of Trade Unions and other Labour Organizations :

Women's Industrial Council—

Labour Laws for Women in France.. 1907

Labour Laws for Women in Germany.. 1907

Labour Party—

Report of the Eighth Annual Conference with Report of Special Conferences on Unemployment and Old Age Pensions.. 1908

Other Publications :

International Labour Office—

Bulletin Vol. I.. 1906

THE UNITED STATES.

I.—GOVERNMENT PUBLICATIONS.

(*a*) *The Federal Government.*

Bulletins of the Department of Agriculture.. .. .. .

GERMANY.

Statistische Manets berichte der Stadt Weisbaden. I Jahrgang.. .. 1907

NEW SOUTH WALES.

Labour Acts.. .. 1907

NEW ZEALAND.

Regulations under 'The Workers' Compensation for Accidents Act, 1900'.. .. 1901

ITALY.

Commissariato dell'Emigrazione :

Bolletino dell'Emigrazione, 12, 13, 14, 16, 17, 18.. .. 1907
Commission parlamentare d'Inchieste sulle minceri delle Sardegna. Relazione prelimineri.. .. 1907

SPAIN.

Publications of the Instituto de Reformas Sociales :

Boletin del Instituto de Reformas Sociales, April 17, 1907, to March.. 1908
Informe acerce de la Fabrica y de las Obreros di Mieres por D. Julio Puyol y Alonzo.. .. 1907
Museos de Higiene y Seguridad del Trabajo, descripcion de las mes Importentes de Europe, por José Marvé y Meyer, Jefe de la seccion.. .. 1907
Resumen de les Trabajos del Instituto desde so constitucion definitiva. 1907
Congressos Sociales en 1906.. .. 1907
Proyecto de Ley sobre Casas Baratas.. .. 1907
Legislacion del Trabajo.. .. 1907
Bibliografia de Revistas. Articulas sobre cuestiones sociales publicedos en 1906, año I.. .. 1907

Part III.—Trade and Labour Journals.

Advance Advocate, official organ of the International Brotherhood of Maintenance of Way Employees. Vol. XVI., Nos. 4 to 12 ; Vol. XVII., Nos. 1 to 3, April ,1907, to March.. .. 1908
Amalgamated Sheet Metal Workers' Journal, Vol. XIII., Nos. 4 to 12; Vol. XIV., Nos. 1 to 3, April, 1907, to March.. .. 1908
American Federationist. Vol. XIV., Nos. 4 to 12; Vol. XV., Nos. 1 to 3, April, 1907, to March.. .. 1908
American Industries. Vol. V., No. 4 to Vol. VII., No. 3, April, 1907, to March.. .. 1908

American Pressman. Vol. XVIII., Nos. 1, 2, December, 1907, Jan.. 1908
Blacksmiths' Journal. Vol. VIII., Nos. 4 to 12; Vol. IX., Nos. 1 to 3, April, 1907, to March.. 1908
Boilermakers' and Shipbuilders' Journal. Vol. XIX., Nos. 4 to 12; Vol. XX., Nos. 1 to 3, April, 1907, to March.. 1908
Bookbinder, International. Vol. VIII., Nos. 4 to 12; Vol. IX., Nos 1 to 3, April, 1907, to March.. 1908
Bookseller and Stationer. Vol. XXIII., Nos. 4 to 12; Vol. XXIV., Nos. 1 to 3, April, 1907, to March.. 1908
Brewery Workers' Journal. April 6, 1907, to March 28.. 1908
Bricklayer and Mason. Vol. X., Nos. 4 to 12; Vol. XI., Nos. 1 to 3, April, 1907, to March.. 1908
Bridgemen's Magazine. Vol. V., No. 9, to Vol. VI., No. 8, April, 1906, to March.. 1907
Broom Maker. Vol. VIII., Nos. 6 to 12; Vol. IX, Nos. 1 to 5, April, 1907, to March.. 1908
Canada Lumberman. Vol. XXVII., Nos. 4 to 12; Vol. XXVIII., Nos. 1 to 3, April, 1907, to March.. 1908
Canadian Architect and Builder. Vol. XX., Nos. 4 to 12; Vol. XXI., Nos. 1 to 3, April, 1907, to March.. 1908
Canadian Baker and Confectioner. Vol. XIX., Nos. 4 to 12; Vol. XX., Nos. 1 to 3, April, 1907, to March.. 1908
Canadian Dairyman. Vol. XXVI., No. 1 to Vol. XXVII., No. 13, January, 1907, to March.. 1908
Canadian Dry Goods Review. Vol. XVII., Nos. 4 to 12; Vol. XVII., Nos. 1 to 3, April, 1907, to March.. 1908
Canadian Electrical News. Vol. XVII., Nos. 4 to 12; Vol. XVIII., Nos. 1 to 3, April, 1907, to March.. 1908
Canadian Engineer. Vol. XIV., Nos. 4 to 12; Vol. XV., Nos. 1 to 3, April, 1907, to March.. 1908
Canadian Grocer. Vol. XXII., No. 4, to Vol. XXIV., No. 3, April 1907, to March.. 1908
Canadian Journal of Commerce. April, 1907, to March.. 1908
Canadian Journal of Fabrics. Vol. XXIV., Nos. 4 to 12; Vol. XXV., Nos. 1 to 3, April, 1907, to March.. 1908
Canadian Life and Resources. Vol. V., Nos. 4 to 12; Vol. VI., Nos., 1 to 3, April, 1907, to March.. 1908
Canadian Machinery. April, 1907, to March.. 1908
Canadian Manufacturer, April, 1907, to March.. 1908
Canadian Mining Review. Vol. XXVI., Nos. 4 to 12; Vol. XXVII., Nos. 1 to 3, April, 1907, to March.. 1908
Canadian Municipal Journal. Vol. III., Nos. 4 to 12; Vol. IV., Nos. 1 to 3, April, 1907, to March.. 1908
Carpenter, The. Vol. XXVII., Nos. 4 to 12; Vol. XXVIII, Nos. 1 to 3, April, 1907, to March.. 1908
Carpenters' and Joiners' Monthly Report, April, 1907, to March.. 1908

Cigar Makers' Official Journal, April, 1907, to March.. 1908
Coast Seamen's Journal, April, 1907, to March.. 1908
Commercial Intelligence, April, 1907, to March.. 1908
Commercial Telegraphers' Journal. Vol. V., Nos. 4 to 12; Vol. VI., Nos. 1 to 3, April, 1907, to March.. 1908
Coopers' International Journal. Vol. XVI., Nos. 4 to 12; Vol. XVII., Nos. 1 to 3, April, 1907, to March.. 1908
Dun's Review, April, 1907, to March.. 1908
Electrical Worker. Vol. VII., No. 6 to Vol. VIII., No. 5, April, 1907, to March.. 1908
Fileur, Le. Vol. I., Nos. 8 and 9.. 1907
Fishing Gazette, April, 1907, to March.. 1908
Garment Workers' Weekly Bulletin, April, 1907, to March.. 1908
Granite Cutters' Journal, April, 1907, to March.. 1908
Hardware and Metal, April, 1907, to March.. 1908
Hod Carriers and Building Labourers' Journal. Vol. IV., Nos. 4 to 12; Vol. V., Nos. 1 to 3, April, 1907, to March.. 1908
Horseshoers' Monthly Magazine. Vol. IX., Nos. 4 to 12; Vol. X, Nos. 1 to 3, April, 1907, to March.. 1908
Industrial Banner, April, 1907, to March.. 1908
Industrial Canada. Vol. VII., No. 8 to Vol. VIII., No. 7, April, 1907, to March.. 1908
Insurance and Financial Review. Vol. III., Nos. 4 to 12; Vol. IV., Nos. 1 to 3, April, 1907, to March.. 1908
International Musician. Vol. VIII., Nos. 4 to 12; Vol. IV., Nos. 1 to 3, April, 1907, to March.. 1908
International Steam Engineer. Vol. X., Nos. 4 to 12; Vol. XI., Nos. 1 to 3, April, 1907, to March.. 1908
Iron Moulders' Journal. Vol. XLIII., Nos. 4 to 12; Vol. XLIV., Nos. 1 to 3, April, 1907, to March.. 1908
Journal des Correspondences, Organe Officiel des Syndicats du Parti Ouvrier Belge, April, 1907, to March.. 1908
Journal of the Knights of Labour, April, 1907, to March.. 1908
Labour Co-partnership. Vol. XIII., Nos. 4 to 12; Vol. XIV., Nos. 1 to 3, April, 1907, to March.. 1908
Labourers' Journal. Nos. 38 to 49, April, 1907, to March.. 1908
Lather, The. Vol. VII., Nos. 4 to 12; Vol. VIII., Nos. 1 to 3, April, 1907, to March.. 1908
Leather Workers on Horse Goods Journal. Vol. IX., Nos. 8 to 12; Vol. X., Nos. 1 to 7, April, 1907, to March.. 1908
Locomotive Engineers' Journal. Vol. XLI., Nos. 4 to 12; Vol. XLII., Nos. 1 to 3, April, 1907, to March.. 1908
Locomotive Firemen and Enginemen's Magazine. Vol. XLII., Nos. 4 to 6; Vol. XLIII., Vol. XLIV., Nos. 1 to 2, April, 1907, to March. 1908
L'Ouvrier. Vol. I., Nos. 1 to 13, January 19, to April 12.. 1908
Machinists' Monthly Journal. Vol. XIX., Nos. 4 to 12; Vol. XX., Nos. 1 to 3, April, 1907, to March.. 1908

Marine Review. Vol. XXXV., Nos. 4 to 6; Vol. XXXVI.; Vol. XXXVII., Nos. 1 to 3, April, 1907, to March.. 1908
Maritime Mining Record. April, 1907, to March.. 1908
Meat Cutters' (Amalgamated) and Butcher Workmen's Journal, April, 1907, to March.. 1908
Metal Polishers and Buffers' Journal. Vol. XVI., Nos. 4 to 12; Vol. XVII., Nos. 1 to 3, April, 1907, to March.. 1908
Miners' Magazine, April, 1907, to March.. 1908
Mine Workers' (United) Journal, April, 1907, to March.. 1908
Mixer and Server. Vol. XVI., Nos. 4 to 12; Vol. XVII., Nos. 1 to 3, April, 1907, to March.. 1908
Monetary Times and Trade Review, April, 1907, to March.. 1908
Moniteur des Syndicats Ouvriers, April, 1907, to March.. 1908
Montreal Municipal Gazette, April, 1907, to March.. 1908
Motorman and Conductor. Vol. XV., No. 2, to Vol. XVI., No. 1, April, 1907, to March.. 1908
National Builder. Vol. XLIV., Nos. 4 to 6; Vol. XLV., Vol. XLVI., Nos. 1 to 3, April, 1907, to March.. 1908
Open Shop, The. Vol. VII., Nos. 4 to 12; Vol. VIII., Nos. 1 to 3, April, 1907, to March.. 1908
Pacific Lumber Trade Journal. Vol. XII., No. 12; Vol. XIII., Nos. 1 to 11, April to November.. 1907
Painters', Decorators' and Paperhangers' Journal. Vol. XXI., Nos. 4 to 12; Vol. XXII., Nos. 1 to 3, April, 1907, to March.. 1908
Pattern Makers' Journal. Vol. XVI., Nos. 4 to 12; Vol. XVII., Nos. 1 to 3, April, 1907, to March.. 1908
Piano and Organ Workers' Journal. Vol. IX., Nos. 4 to 12; Vol. X., Nos. 1 to 3, April, 1907, to March.. 1908
Plumbers, Gas and Steamfitters' Journal. Vol. XII., Nos. 4 to 12; Vol. XIII., Nos. 1 to 3, April, 1907, to March.. 1908
Printer and Publisher. Vol. XVI., Nos. 4 to 12; Vol. XVII, Nos. 1 to 3, April, 1907, to March.. 1908
Railroad Employee. Vol. VII., Nos. 1 to 3, January to March.. . . 1908
Railroad Freight and Baggageman. Vol. V., No. 8, to Vol. VI., No. 7, April, 1907, to March.. 1908
Railroad Telegrapher. Vol. XXIV., Nos. 4 to 12; Vol. XXV., Nos. 1 to 3, April, 1907, to March.. 1908
Railriad Trainmen's Journal. Vol. XXIV., Nos. 4 to 12; Vol. XXV., Nos. 1 to 3, April, 1907, to March.. 1908
Railway Age, April, 1907, to March.. 1908
Railway Carmen's Journal. Vol. XII. Nos. 4 to 12; Vol. XIII., Nos. 1 to 3, April, 1907, to March.. 1908
Railway Clerk. Vol. VI., Nos. 4 to 12; Vol. VII., Nos. 1 to 3, April, 1907, to March.. 1908
Railway and Locomotive Engineering. Vol. XX., Nos. 4 to 12; Vol. XXI., Nos. 1 to 3, April, 1907, to March.. 1908

Railway and Marine World, April, 1907, to March. 1908
Railway Conductor. Vol. XXIV., Nos. 4 to 12; Vol. XXV., Nos. 1 to 3, April, 1907, to March. 1908
Retail Clerks' International Advocate. Vol. XIV., Nos. 4 to 12; Vol. XV., Nos. 1 to 3, April, 1907, to March. 1908
Review—National Founders' Association, April, 1907, to March. . . 1908
Saskatchewan Labour's Realm. Vol. I., Nos. 1 to 35, May 31, 1907, to March 27. 1908
Shoe and Leather Journal. Vol. XX., Nos. 4 to 12; Vol. XXI., Nos. 1 to 3, April, 1907, to March. 1908
Shoe Workers' Journal. Vol. VIII., Nos. 4 to 12; Vol. IX., Nos. 1 to 3, April, 1907, to March. 1908
South African Typographical Journal, July, 1907, to February. . . 1908
Stereotypers' and Electrotypers' Journal. Vol. II., Nos. 4 to 12; Vol. III., Nos. 1 to 3, April, 1907, to March. 1908
Stonecutters' Journal. Vol. XXI., Nos. 4 to 12; Vol. XXII., Nos. 1 to 3, April, 1907, to March. 1908
Stove Mounters' Journal. Vol. XII., Nos. 4 to 12; Vol. XIII., Nos. 1 to 3, April, 1907, to March. 1908
Switchmen's Union Journal. Vol. IX., Nos. 6 to 12; Vol. X., Nos. 1 to 3, April, 1907, to March. 1908
Tailor, The. Vol. XVII., Nos. 9 to 12; Vol. XVIII., Nos. 1 to 3, April, 1907, to March. 1908
Tobacco Worker, The. Vol. XI., Nos. 4 to 12; Vol. XII., Nos. 1 to 3, April, 1907, to March. 1908
Trades Unionist (Vancouver, B.C.). Vol. III., Nos. 1 to 3, January to March. 1908
Train Despatcher. Vol. III., Nos. 1 to 6; September, 1907, to January. 1908
Typographical Journal. Vol. XXX., Nos. 4 to 6; Vol. XXXI., 1 to 6; Vol. XXXII., Nos. 1 to 3, April, 1907, to March. 1908
Voice, The. Vol. XIV., April, 1907, to March. 1908
Western Clarion, April, 1907, to March. 1908
Woodworker, International. Vol. XVII., Nos. 4 to 12; Vol. XVIII., Nos. 1 to 3, April, 1906, to March. 1908
Women's Trade Union Review, April, 1907, to March. 1908

OTHER PERIODICALS.

American Economic Association (publications of the), May, 1907, to February. 1908
American Journal of Sociology. Vol. XII., No. 6, to Vol. XIII., No. 5, May, 1907, to March. 1908
Among the Deep Sea Fishers. April, 1907, to March. 1908
Annals of the American Academy of Political and Social Science. Vol. XXVIII., Nos 4 to 6; Vol. XXIX., No. 3; Vol. XXX.; Vol. XXXI., Nos. 1, 2, May, 1907, to March. 1908
Canadian Municipal Journal, April, 1907, to March. 1908

Charities and Commons, April, 1907, to March. 1908
Co-operative News. April, 1907, to March. 1908
Economic Review. Vol. XVII., Nos. 2 to 4; Vol. XVII., No. 1, April 1907, to January. 1908
Economist. January to March. 1908
Factory Inspector, The. April, 1907, to March. 1908
Industrial Canada. April, 1907, to March. 1908
Journal of Political Economy. Vol. XV., Nos. 4 to 12; Vol. XVI., Nos. 1 to 3, April, 1907, to March. 1908
Labour Co-partnership. April, 1907, to March. 1908
Lend-a-hand Record. April, 1907, to March. 1908
Literary Digest. April, 1907, to March. 1908
L'Union Co-operative. April, 1907, to March. 1908
National Civic Federation Review. April, 1907, to March. 1908
Outlook, The. April, 1907, to March. 1908
Political Science Quarterly. Vol. XXII., No. 2 to Vol. XXIII., No. 1, June, 1902, to March. 1908
Public Opinion. April, 1907, to March. 1908
Quarterly Journal of Economics. Vol. XXI., No. 3, to Vol. XXII., No. 2, May, 1907, to February. 1908
Quarterly Review. Nos. 411 to 414, April, 1907, to January. 1908
Royal Statistical Society, Journal of. Vol. LXX., Parts 2 to 4; Vol. LXXI., Part 1, June, 1907, to March. 1908
Social Service. April, 1907, to March. 1908
Toilers of the Deep. April, 1907, to March. 1908
Women's Industrial News (Quarterly). June, 1907, to March. 1908

XVI.—THE CIRCULATION OF THE 'LABOUR GAZETTE.'

The *Labour Gazette* is published in both English and French, and involves the keeping of separate records, separate mailing lists, and the printing of all notices and the reading of all proofs in both languages. The circulation of the *Gazette* has increased considerably during the past fiscal year, which has correspondingly increased the work in the nature of entries, forwarding subscription notices, acknowledging remittances, sending out renewal subscription blanks, preparing and revising mailing lists, changing addresses of subscribers, &c., &c. In addition to forwarding the *Gazette* to regular subscribers, many sample copies have also been sent out from the department.

In connection with the circulation of the *Labour Gazette* for the twelve months ending March 31, 1908, 6,069 letters were received and acknowledged, 5,368 of which had reference to subscriptions to the *Labour Gazette,* 331 to a change of address on the part of subscribers, and 370 to other matters connected with the circulation.

For the same period, 24,962 pieces of mail matter were despatched from the circulation branch, representing 21,752 communications containing notices, accounts, or receipts for subscriptions; 1,379 other communications in connection with the circulation of the *Gazette* and 1,831 parcels.

During the fiscal year 1907-8 the average monthly circulation of the *Labour Gazette* was 12,487 copies, of which 8,358 were on account of paid circulation,* and 4,129 to persons on the free and exchange lists. The increase in the number of paid subscriptions over the preceding year was 1,000, while the increase in the free and exchange distribution was 215, making a total increase of 1,215.

The following figures will show the total circulation of the *Gazette* as it was on the last day of each of the fiscal years during the period from 1900 to 1908 :—

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES VIII, A. R. No. 39.

TABLE SHOWING CIRCULATION OF THE LABOUR GAZETTE AT THE CLOSE OF EACH FISCAL YEAR FROM 1900 TO 1908 INCLUSIVE.

Year.	Annual Subscriptions.	Free and Exchange Distribution.	Total Circulation.
1900-1	4,394	2,158	6,912
1901-2	5,648	2,722	8,370
1902-3	7,748	3,046	10,794
1903-4	7,361	3,553	10,914
1904-5	6,645	3,717	10,362
1905-6	7,547	3,987	11,534
1906-7	8,033	4,105	12,138
1907-8	9,033	4,320	13,353

* The actual number of paid subscribers at the end of the fiscal year, March 31, was 9,033. *See* Summary on page .

The following summary will show by provinces the number of paid subscriptions to the *Labour Gazette* at the end of the fiscal year, March 31, 1908 :—

Nova Scotia	1,088
New Brunswick	464
Prince Edward Island	34
Quebec	2,195
Ontario	3,291
Manitoba	375
Saskatchewan	455
Alberta	370
British Columbia	630
The Territories	4
The British Empire (other than Canada)	43
Foreign countries	84
Total	9,033

FREE AND EXCHANGE LISTS.

Under the head of copies of the *Labour Gazette* sent as exchanges are included *Labour Gazettes* sent to public departments of the governments, both federal and provincial, in this and other countries, and to the proprietors of trade papers and labour journals in exchange for their publications. On the free list are included copies sent to members of both Houses of Parliament, commercial agents, public libraries, boards of trade, libraries of educational institutions, local newspapers and the officers of organizations who supply from time to time information requested by the department. The following summary will show the number of copies mailed monthly on account of exchange and free lists :—

Exchange List.

Departments of governments (including federal, provincial, British and foreign governments and their officers)	416
Trade papers and labour journals	158

Free List.

Public libraries and libraries of educational institutions		110
Members of the House of Commons		214
Members of the Senate		87
Boards of trade		220
Newspapers		899
Labour organizations—		
Nova Scotia	139	
New Brunswick	71	
Prince Edward Island	8	
Quebec (2 copies, English and French)	588	
Ontario	817	

Saskatchewan	51	
Alberta	110	
The Territories	7	
British Columbia	199	
		2,084
Correspondents of the *Labour Gazette* (3 copies each)		132
Total		4,320

XVII.—THE DISTRIBUTION OF THE 'LABOUR GAZETTE' AND OTHER PUBLICATIONS.

The *Labour Gazette* is mailed from the offices of the Department of Labour. This work necessitates the preparation of a mailing list and its constant revision, also the enclosing and addressing of copies of the *Gazette* each month to names and addresses given on the mailing list. To expedite delivery, the several copies of the *Gazette* are also sorted at the Department of Labour and distributed into mail bags, suitably labelled, for their destination in the several localities throughout the Dominion. Not only is time saved in this way, but work of the employees of the city post office is considerably lessened.

In addition to copies of the *Gazette* mailed regularly each month to subscribers, or as exchnges, &c., copies of the *Gazette* are sent out from time to time as samples. Single copies are also mailed from day to day in reply to requests for the same, or in connection with answers sent by the department to inquiries on subjects which may have been dealt with, either in part or in whole, in the *Labour Gazette.* Not only does the department distribute in this way the current numbers of the *Gazette,* but a limited number of all copies already issued is kept on file for the same purpose.

During the fiscal year 1907-8, copies of the individual numbers contained in Volumes VII.-VIII., of the *Labour Gazette* to the number of 157,711, were distributed, 131,283 in English and 26,428 in French, also 7,725 copies in English and 606 in French of individual numbers of the *Gazette* of previous years, making a total distribution for the fiscal year of 166,042, or an average monthly distribution of 13,837.

In addition to copies of the *Labour Gazette* distributed there were mailed from the department 185 copies of bound volumes of the *Labour Gazette*; 4,735 copies of the Annual Report of the Department; 43 copies of the report and evidence of the Royal Commission appointed to investigate the cause of industrial disputes in British Columbia; 27 copies of the report and evidence of the Royal Commission appointed to inquire into alleged employment of aliens by the Grand Trunk Pacific Railway Company; 29 copies of the report and evidence of the Royal Commission appointed to inquire into the employment of aliens by the Père Marquette Railway Company; 21 copies of the report and evidence of the Royal Commission appointed to inquire into the influx of Italian labourers into Montreal and the alleged fraudulent practices of employment agencies; 24 copies of a report on methods adopted in carrying out government clothing contracts; 2,481 reports of the Royal Commission appointed to inquire into the dispute between the Bell Telephone Company and its operators at Toronto ; 546 reports of the Royal Commission on methods by which Oriental labour was induced to come to Canada; 20 copies of article on fraudulent representation to induce English printers to come to Winnipeg; 140 copies of The Conciliation and Labour Act ; 500 copies of a Return to Parliament relating to the Industrial Disputes Investigation Act, 1907; 18 copies of article on strike of miners at Lethbridge, Alberta; 2,500 copies of the report of the Select Committee

of the House of Commons to which was referred Bill No. 2 re Co-operative Societies; 8,386 copies of indices to Vol. VII. of the *Labour Gazette* and in addition to the distribution of these several reports, &c., communications in the nature of circular letters having reference to investigations being made by the department, and miscellaneous publications of one kind and another were mailed to the number of 5,329, making a total in all of 191,456 separate communications or publications mailed by the department through its distribution branch in addition to the correspondence of other branches of the department, during the fiscal year ending March 31, 1908.

The following table is arranged to show by months the number and nature of the publications mailed from the distribution branch during the fiscal year 1907-8 :—

TABLE SHOWING NUMBER OF 'LABOUR GAZETTES' AND OTHER DEPARTMENTAL PUBLICATIONS MAILED FROM THE DISTRIBUTION BRANCH OF THE DEPARTMENT OF LABOUR DURING THE FISCAL YEAR ENDED MARCH 31, 1908.

Name of Publication.	Months.												Total Number of Publications distributed 1907-8.
	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	April.	May.	June.	
'Labour Gazette,' (individual copies) Vol. VI., English	11,602	10,750	10,700	10,550	10,495	10,500	10,600	10,926	10,980	11,200	11,600	11,400	131,283
" " " VI., French	2,111	2,150	2,200	2,300	2,289	2,189	2,200	2,231	2,150	2,200	2,189	2,189	26,428
" " " 1, 2, 3, 4, 5, 6 7 and 8, English	270	98	500	400	900	341	212	400	300	1,431	2,573	300	7,725
'Labour Gazette,' (individual copies) Vol. 1, 2, 3, 4, 5, 6 7 and 8, French	200	24	100	47	57	15	.....	41	30	.....	.....	90	606
'Labour Gazette,' bound volumes	16	7	.....	.....	.....	7	13	6	.....	7	8	121	185
Annual Reports	19	12	40	11	6	2,050	12	12	.....	40	80	2,450	4,735
Report and evidence of Royal Commission on Industrial Disputes in British Columbia	3	6	6	4	2	4	.....	.....	4	6	6	2	43
Report and evidence of the Royal Commission *re* employment of aliens by Grand Trunk Pacific Railway Co	3	4	4	3	.....	3	.....	.....	2	4	2	2	27
Report of Royal Commission *re* employment of aliens by Père Marquette Railway Co	3	4	4	2	.....	2	.....	.....	4	4	2	4	29
Report of evidence of Royal Commission *re* influx of Italians at Montreal and fraudulent practice of employment agencies	2	3	2	2	.....	.....	.....	.....	4	2	2	4	21
Report on methods adopted in carrying out government clothing contracts	4	.....	.....	.....	.....	.....	.....	.....	6	4	4	6	24
Article on fraudulent employment of printers at Winnipeg	6	6	.....	.....	2	.....	.....	.....	6	.....	.....	.....	20
Article on strike of miners at Lethbridge, Alta	.....	6	.....	12	.....	.....	.....	.....	.....	.....	.....	.....	18
Report of Royal Commission on dispute between Bell Telephone Company and its employees at Toronto	.....	.....	.....	.....	.....	2,191	100	.....	90	.....	.....	180	2,481
Return to Parliament relating to Industrial Disputes Investigation Act	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	500	500
Copies of Industrial Disputes Investigation Act	.....	.....	.....	.....	.....	200	.....	50	.....	50	.....	.....	300
Copies of Conciliation and Labour Act, 1906	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	40	140
Copies of Bill No. 2 (Co-operative Societies)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,500	2,500
Report of Royal Commission on methods by which Oriental labour was induced to come to Canada	.....	.....	.....	.....	.....	.....	.....	.....	.....	300	200	46	546
Indices to 'Labour Gazette'	.....	.....	.....	.....	.....	.....	8,060	200	.....	12	4	10	8,386
Miscellaneous publications, circular letters, &c	50	213	60	50	200	121	300	300	200	257	2,578	1,000	5,959
Total publications, etc., mailed from the Distribution Branch during the fiscal year 1907-8													196,456

XVIII.—REVENUE AND EXPENDITURE.

The revenue of the department is derived from the sale of the *Labour Gazette,* the subscription rate of which is 20 cents per annum. Single copies are supplied at the rate of 3 cents each, or 20 cents per dozen. Bound volumes of the *Gazette,* including the issues of each year, are sold at the rate of 75 cents per copy.

The following statement of receipts from subscriptions, and the sale of single and bound copies of the *Gazette* during the fiscal year 1907-8, shows that the net revenue derived by the government from this source amounted to $1,536.87.

Statement of the Revenue of the Department of Labour for the Fiscal Year ended March 31, 1908.

Amount received from subscriptions to *Labour Gazette*		1,523 25
Sale of single and bound copies		76 03
Amount received up to June 30, 1907, for subscriptions to the *Labour Gazette* which has been held pending the identification of the remitters and which is now being paid into revenue as no claims have been presented for same		4 30
Less		
Commission on subscriptions	$50 71	
Fees paid for postal notes, transmitting amounts due as commission on subscriptions	0 70	
		$ 51 41

The expenditure of the department for the fiscal year 1907-8, exclusive of amounts specially noted to meet expenses of Royal Commission to inquire (1) into the losses and damages sustained by the Japanese population of Vancouver, B.C., during the anti-Asiatic riot in that city of September, 1907; (2) into the methods by which Oriental labourers have been induced to come to Canada, amounted to $54,615.01. This amount included salaries of resident members of the staff, salaries of correspondents of the *Labour Gazette,* the cost of printing, binding and mailing the *Labour Gazette* and other expenses on account of printing incurred by the department, all expenses on stationery account, travelling expenses of fair wage officers in the preparation of schedules of wages for insertion in government contracts, and the investigation of alleged violations of conditions, the purchase of books for the library and all other expenses of the department. The administration of the Industrial Disputes Investigation Act, 1907, occasioned special expenditures amounting to $19,233.09 which were met by a special appropriation by parliament.

The expenditures incurred on account of the Royal Commission named above were as follows, viz. : in the case of the inquiry into the losses and damages of Japan-

ese residents of Vancouver, B.C., during the riot of September, 1907, $652.19; and in the case of the inquiry into the methods by which Oriental immigrants have been induced to come to Canada, $1,048.45.

In addition to the above the sum of $9,175 was paid through the Finance Department in settlement of the Japanese claims adjusted before the commission appointed for that purpose.

XIX.—INQUIRIES, CORRESPONDENCE, AND OTHER DEPARTMENTAL WORK.

In discussing the work of different branches of the department there has been occasion to refer to the large increase during the year in several cases of correspondence resulting from requests for information on various subjects. In this way an extended reference has been made to the large amount of correspondence arising out of the interest shown in Great Britain and various British colonies, and in the United States and other foreign countries, in the nature nd operation of the Industrial Disputes Investigation Act, 1907, and a mention has also been made of the numerous requests for information relating to matters coming especially within the Fair Wages branch of the department. This indicates two only of many subjects concerning which much correspondence has taken place during the year. Information has been supplied on a great variety of other matters to correspondents in every section of Canada, and in many parts of the world. The subject of inquiry has not always been strictly within the scope or jurisdiction of the department, but wherever it has not clearly pertained to the affairs of another department of the government full and comprehensive replies have been made whenever possible to all requests for information, this work having sometimes involved considerable research and investigation. A few of the matters of inquiry are indicated in the appended statement, from which the general character of those received may gathered. Some hundreds of such inquiries having been received and answered during the year it will be readily seen how important a branch of departmental work this of the dissemination of information has become. The public at large, both in Canada and elsewhere, appears to be more and more inclined to regard the Department of Labour as a general bureau of information, with regard not only to matters expressly relating to labour legislation and conditions, but to all questions of economic movement and moral reform.

Under the circumstances set forth above information was during the year supplied in the following among many other cases : to the Consul General of France, relating to Friendly Societies in Canada; to the Association of Letter Carriers, London Ont., relating to the Civil Service Commission; to the Dominion Association of Master Plumbers, Ottawa, as to statistics of production of sanitary and plumbing fixtures in Canada; to the British Association for labour legislation, London, Eng., regarding Chinese question; to the Salvation Army, London, Eng., regarding the granary system in Canada; to the British Association for Iabour Legislation, London, Eng., regarding labour legislation in Canada; to the Annuity Company of Canada, regarding the number of men employed by the manufacturers of Canada; to the Detroit Typrographical Union, Detroit, Michigan, regarding the insertion of fair wages schedules in contracts, also concerning an eight hour day on government contracts; Trades and Labour Council, Calgary, Alta., concerning child labour, also concerning Factory Acts; University Society, New York, N.Y., concerning capital invested in local manufactures of St. John, N.B.; University of Toronto, Toronto, regarding labour in its

hygienic aspect; Fairbanks-Morse Manufacturing Co., Toronto, regarding child labour and apprentices; National Civic Federation, New York, regarding the settlement of the coal mining dispute at Lethbridge, Alta.; Ingersoll Foundry Company, Ingersoll, regarding the miners' dispute at Fernie, B.C.; Wellington Colliery Company, Victoria, B.C., regarding the coal mines of Nova Scotia; L'Action Populaire, Rheims, France, transmittal of publications of department; Federated Council of Building Trades, Toronto, regarding legislation passed preventing false representations to immigrants; Trades and Labour Council, Victoria, regarding Japanese immigration; Textile Workers of Canada, regarding incorporation of unions; Stereotypers' Union No. 1, New York, transmittal of publications of department; Imperial Statistical Bureau of Germany, concerning work of department, also transmittal of publications; Professor Magrini Effen, Turin, Italy, transmittal of publications of department; Kaiserliches Statistischesant, Berlin, Germany, regarding hygienic regulations of public corporations for the protection of persons engaged on work let out by tender; South African Typographical Union, Johannesburg, S.A., regarding immigration, also request for copies of Alien Labour Act; Directeur du Travail, Paris, France, transmittal of publications of department; Labour Department, London, England, request for copies of report respecting industrial societies by special committee of the House of Commons; National Telephone Company Limited, London, England, information concerning telephone systems of Canada; Consul General for Argentine Republic, request for copy of *Labour Gazette*; United States Consul of Paris, France, request for copy of *Labour Gazette;* E. A. Baer, Geneva, Switzerland, regarding possibilities of employment in connection with hotels; Mr. J. W. Daniel, M.P., request for copy of regulations, and information concerning regulations adopted by Australia and New Zealand concerning Japanese immigration, &c., &c., &c.

In addition to innumerable inquiries such as the foregoing, the department also received during the year a very large number of requests for copies of Acts associated more or less intimately with its work, such as the Industrial Disputes Investigation Act, the Conciliation and Labour Act, the Alien Labour Act, the Lord's Day Act, &c., and for copies of departmental and special reports and other documents and publications suitable for distribution, including the Annual Report of the Department of Labour, issues of the *Labour Gazette,* the report of the Special Committee of the House of Commons to which was referred the Bill respecting co-operative societies; the report of Mr. W. L. Mackenzie King, C.M.G., Deputy Minister of Labour, regarding the settlement of the coal miners' strike at Lethbridge, Alta.; the report of the Royal Commission on the dispute between the Bell Telephone Company and its employees at Toronto; the report of the Deputy Minister of Labour on the methods by which Oriental labourers had been induced to emigrate to Canada, &c., &c., &c. In the case also of all special reports prepared in the department or entrusted to the department for distribution, copies were sent without awaiting request to specially selected lists of persons or institutions believed to be especially interested in the subject dealt with.

During the year several important returns were prepared for the Dominion Parliament and in answer to inquiries received from the imperial authorities. The increase in volume of the *Labour Gazette,* and the publications of various reports has naturally caused considerable increase also in the clerical labour involved not

only in the preparation of the material and in the cost of the *Labour Gazette* but in the proof-reading and in the preparation of detailed indices to the current volume.

In concluding this report I desire to record my appreciation of the faithful manner in which almost without exception the members of the staff have discharged their several duties. The year 1906-7 was one which taxed considerably the resources of the department, and the period witnessed an increase in the volume of work such as has not been experienced in any previous year of the department's existence. A willingness to meet emergencies and to subordinate personal enjoyments or interests to official duties, which has strongly characterized the work of individual members of the staff, has alone made it possible to cope so successfully with the increased demands. The work has now reached such proportions that an immediate enlargement of the staff is an urgent necessity, in justice to the present members, to the public, and to the work itself. I would most respectfully recommend that this need receive careful and early consideration.

I have the honour to be, sir,
Your obedient servant,

W. L. MACKENZIE KING,
Deputy Minister of Labour.

APPENDIX TO ANNUAL REPORT

OF THE

DEPARTMENT OF LABOUR

FOR

THE FINANCIAL YEAR ENDING MARCH 31, 1908

BEING

A STATEMENT OF THE PROCEEDINGS FOR THE YEAR UNDER THE INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907

WITH

OFFICIAL REPORTS OF JUDICIAL PROCEEDINGS ARISING OUT OF PROSECUTIONS ON ACCOUNT OF ALLEGED INFRINGEMENTS OF THE ACT

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.

Following is a statement of proceedings under the Industrial Disputes Investigation Act during the fiscal year ending March 31, 1908, including full reports of preliminary proceedings and of the circumstances attending each reference under the Act; the text of all reports of Boards of Conciliation and Investigation established under the Act, of all minority reports from members of each board, and of all agreements concluded before such boards; also official statements of all judicial proceedings that have come under the observation of the department. This information is published in the annual report of the department in accordance with section 29 of the Industrial Disputes Investigation Act, 1907, which provides as follows :—

> For the information of parliament and the public, the report and recommendation of the Board, and any minority report, shall, without delay, be published in the *Labour Gazette*, and be included in the annual report of the Department of Labour to the Governor General.

I.—APPLICATION FROM CUMBERLAND RAILWAY AND COAL CO., SPRINGHILL, N.S.—SETTLEMENT EFFECTED WITHOUT ESTABLISHMENT OF BOARD.

The first application under the Industrial Disputes Investigation Act, 1907, was received in the Department of Labour on April 8 from the Cumberland Railway and Coal Co., Limited, Springhill, N.S. The statement accompanying the application set forth the various particulars as follows:—

1. The parties to the dispute are the Cumberland Railway and Coal Company, Limited, and the members of the Pioneer Lodge and Mechanics' Lodge, branches of the Provincial Workmen's Association of Nova Scotia.
2. The nature and cause of the dispute is: That the members of two lodges of the Provincial Workmen's Association (at Springhill) a trade union under the Act, requires all the employees of the Company to become members of these organizations, and have struck work because there are in the employ of the Company men who are not members of these organizations, and refuse to become members; in other words, the union insist on a 'closed shop.' The Company makes no distinction between union men and non-union men in giving employment.
3. An approximate estimate of a number of persons affected or likely to be affected by the dispute is seventeen hundred.
4. The Cumberland Railway and Coal Company, Limited, have been unable to get the men to resume work and are powerless in the matter.

The statutory declaration signed by Mr. J. R. Cowans, general manager of the company, and dated at Halifax, April 4, set forth that a strike had been declared at Springhill by the members of the lodge named, and that 'failing an adjustment or reference thereof by the Minister under the Industrial Disputes Investigation Act, 1907, the said strike will continue.'

On the date, however, on which the above application, statement and declaration were received, April 8, the following telegram was also received by the Minister of Labour from the management of the Cumberland Railway and Coal Company:—

> 'I have pleasure in advising you that all the men at Springhill collieries have returned to work and no question was raised on their return as to open or closed shop. Under the circumstances it will not be necessary to take further steps on the application for reference submitted by Cumberland Railway and Coal Company.'

On the same date a telegram was received in the department from Mr. J. R. Cowans, General Manager of the Cumberland Railway and Coal Company, which said, with reference to the Industrial Disputes Investigation Act, 1907:—

> 'This is the best yet, and if rightly enforced will safeguard the mining and industrial interests of Canada.'

These telegrams were read by the Minister of Labour in the House of Commons on April 8. Under the circumstances the establishment of the Board was not further proceeded with.

It appears that the men in suspending work in the mines at Springhill had been under the impression that the new legislation did not apply to the Province of Nova Scotia. They had not, it was alleged, intended infringing its provisions, and when, as a result of inquiries addressed to the Department of Labour, they were assured that Nova Scotia was included in the scope of the Act, together with every other province in Canada, they returned to work without further delay. A few days subsequently, according to reports furnished to the Department, the non-unionists were persuaded to join the Provincial Workmen's Association, and the object of the unionists was thus attained.

II.—APPLICATION FROM EMPLOYEES OF CANADA WEST COAL AND COKE COMPANY, TABER, ALTA.—SETTLEMENT EFFECTED WITHOUT ESTABLISHMENT OF BOARD.

On April 9 the department received an application from the employees of the Canada West Coal and Coke Company of Taber, Alta. In this case the department had received on April 1, a telegram on behalf of the employees of the company stating that a lockout had been declared contrary to the terms of the Act, and calling upon the department to enforce the provisions of the Act. A reply was sent explaining the procedure for the enforcement of the Act and a message was also addressed to the company drawing attention to the Act, and to the provisions declaring a strike or lockout illegal without preliminary investigation. After an exchange of various telegrams between the department and the parties respectively concerned, the department received on April 9 a letter from the company, dated April 5, in which the general manager of the company stated as follows:—'As soon as apprised of the character of the new law bearing upon such matters as we are now contending with, I notified the men that the mine was open. They are now working.' The general manager went on to apply on behalf of the company for the establishment of a Board of Conciliation and Investigation under the Act. The question in dispute was stated to be the number of hours to be worked per day, the men claiming that the company had undertaken to establish an eight-hour day on April 1, while the company insisted that it came under an agreement permitting ten hours work. The application from the company not being in proper form, the company evidently being unfamiliar with the provisions of the Act, which had received the royal assent but a few days earlier (March 22), the department wrote pointing out the various omissions and departure from the terms of the Act.

While the correspondence was in progress Mr. J. D. McNiven, one of the fair wages officers of the department, being in the vicinity of Taber, Alta., in the performance of his regular duties, was directed by the department to lend such aid as was possible by way of explanation of the Act and otherwise with a view to effecting a settlement of the dispute. Partly by Mr. McNiven's efforts a settlement was effected without the establishment of a board, which enabled work to be continued from April 8 on terms satisfactory to both parties. About 100 men were concerned in this dispute.

III.—APPLICATION FROM EMPLOYEES OF WESTERN COAL OPERATORS—CESSATION OF WORK THROUGH APPARENT MISUNDERSTANDING—DEPUTY MINISTER DESPATCHED TO SCENE OF DISPUTE—BOARD OF CONCILIATION AND INVESTIGATION ESTABLISHED—SETTLEMENT OF DISPUTE—REPORTS OF DEPUTY MINISTER AND BOARD OF CONCILIATION AND INVESTIGATION.

From April 9 to 15 the department received applications from the employees of the seven coal mining companies comprised in the Western Coal Operator's Association, and also from the various companies concerned.

The dispute in this case involved several thousand men and occasioned considerable public anxiety respecting the fuel supply of the Western provinces. It will be desirable therefore to set forth somewhat fully the circumstances attending the origin of the dispute.

In December, 1906, seven companies carrying on coal mining operations in southern British Columbia and Alberta formed what is known as The Western Coal Operators' Association, the purpose of the Association being the protection, through combined action on the part of its members, of their interests in wage agreements, prices, and other matters of common concern. The district covered by these companies comprises a considerable portion of the southern part of the province of Alberta and the south-eastern part of British Columbia. The several mining properties are located along the route of the Crow's Nest Pass railway and along a part of the main line of the Canadian Pacific railway at the following localities: Coal Creek, Fernie, Michel, Coleman, Bellevue, Lille, Frank, Lundbreck, Canmore and Bankhead. Of these localities, Coal Creek, which is situated near Fernie, is the farthest to the southwest and is on the line of the Crow's Nest Pass railway. Other camps along the line of this railway and their distance from Fernie are as follows: Michel, distant 24 miles; Coleman, 46 miles; Bellevue and Lille, 49 miles; Frank, 52 miles, and Lundbreck, 66 miles. The most northwesterly of the camps on the main line of the C.P.R., is Bankhead, that point being about 280 miles from Fernie and 70 miles west of Calgary. Canmore is a few miles east of Bankhead.

The companies operating the mining properties situated as described and the number of men employed during April, 1907, were respectively as follows:—

Name of Company.	Locality.	Number of men employed (*),
Crow's Nest Pass Coal Co., Ltd.	Coal Creek, Fernie, Michel, B.C	1700
International Coal & Coke Co., Ltd.	Coleman, Alta.	375
West Canadian Collieries, Ltd.	Lille and Bellevue, Alta.	350
Canadian-American Coal & Coke Co., Ltd.	Frank, Alta.	300
The Breckenridge & Lund Coal Co., Ltd.	Lundbreck, Alta.	125 (**)
The H. W. McNeill Coal Co., Ltd	Canmore, Alta.	300
The Pacific Coal Co., Ltd	Bankhead, Alta.	300
Total		3450

(*) From figures supplied by the companies.
(**) From figures supplied by the men—not given in company's statement.

With one or two important exceptions, notably the Alberta Railway and Irrigation Company at Lethbridge, Alta., and the Canada West Coal and Coke Co., Limited, at Taber, Alta., the above named companies, comprising the Western Coal Operators' Association, include all the important coal mining properties in this portion of the Canadian west. They furnish, together with the companies named, the major part of the coal used for domestic and other purposes in the provinces of Alberta and Saskatchewan, and that used for transportation, smelting and other industries in southern British Columbia. They are also exporters of large quantities of coal. The Canadian Pacific and other railways operating in the Canadian west are largely dependent upon those properties for their fuel supply, as are also some of the other mining and smelting companies in British Columbia; hence it follows that a cessation of mining operations taking place at any of these camps, and in particular at the more important of them, may possibly create wide-spread and serious embarrassment to the general transportation and business interests of the country besides causing privation to thousands of families.

In the several camps above named, most of the miners were at the time of this dispute members of local unions comprising part of District No. 18 of the United Mine Workers of America.

All the companies comprised in the Western Coal Operators' Association had agreements with such of their employees as were members of the United Mine Workers. These agreements expired on April 1, 1907. Hence it was that the several companies and the representatives of their employees met in joint conference at Calgary, Alta., during the month of March, and spent the greater part of that month in endeavouring to arrive at a joint agreement which would bring a certain degree of uniformity into the rates and conditions obtaining at the different mines. The proceedings of these conferences were conducted in private, all matters of mutual concern between the parties being debated at length. It is admitted by each of the parties that at different times during the conference an agreement between them was all but reached. The conference, however, was brought to a close at the end of the month, having failed to achieve the purpose for which it had been called. This was the position on April 1.

The Industrial Disputes Investigation Act received the Royal assent on March 22. The existence of this measure was known to the leaders of the conference on both sides, though it is doubtful if the majority, or in fact more than one or two, were familiar with the exact provisions and details of the measure. Its general purpose, however, was known, and before the conference at Calgary had been brought to a close, it was understood by both operators and union officials that failing a settlement as a result of the conference, application would be made to the Department of Labour for the appointment of a Board of Conciliation and Investigation under the new Act, that the law would be respected, and that no strike would be declared until after the Board thus appointed would at least have had an opportunity of going fully into the differences and giving a finding in reference thereto. Had this law not been upon the Statutes, it is stated by the union officials that upon the failure of the conference to reach an agreement, the existing contracts having expired, a strike would have been immediately declared on April 1.

APPLICATION FOR BOARD OF CONCILIATION AND INVESTIGATION.

On April 9, the Registrar of Boards of Conciliation and Investigation at the Department of Labour received an application on behalf of the employees of the Crows' Nest Pass Coal Company, signed by the president and secretary of District No. 18 of the United Mine Workers of America, for the appointment of a Board of Conciliation and Investigation to inquire into a dispute between the Crow's Nest Pass Coal Company and its employees. This application was, generally speaking, framed in accordance with the requirements of the Industrial Disputes Investigation Act as to the manner in which an application for the appointment of a Board shall be sent in to the Department, and was accompanied by a statutory declaration required by the Act to the effect that failing an adjustment of the disputes between the parties or a reference thereof to a Board of Conciliation and Investigation, a strike would be declared, and that the necessary authority to declare such strike had been obtained. The application and the declaration accompanying the same were as follows:—

[*Application.*]

IN THE MATTER OF THE INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.

And

IN THE MATTER of disputes between the Crow's Nest Pass Coal Company, Limited, carrying on business at Fernie, Coal Creek, and Michel, in the Province of British Columbia—

and

The Employees of the said Company.

To the Honourable,
The Minister of Labour:—

THE REQUEST of the employees of the above-mentioned company is hereby made to you to appoint a Board of Conciliation under the provisions of the above-mentioned Act for the purpose of proceeding according to the said Act in the above-mentioned matter.

1. The parties to the dispute are the Crow's Nest Pass Coal Company, Limited, above-mentioned, and its employees.

2. The nature and cause of the dispute is that the said Company and its employees are unable to arrive at an agreement defining the conditions of labour, the wages to be paid, and matters affecting the employment by said Company of its men; that the claims or the demands made by the employees upon the said Company, to which exception is taken, are as follows:—That all agreements, conditions and hours of labour, and rates of wages existing prior to the 31st day of March last past at the mines of the said Crow's Nest Pass Coal Company, Limited, shall be renewed with an advance of ten per centum upon all said rates, with a minimum wage of $2.50 per day for all outside labour. and that all wages shall be paid every two weeks.

3. The approximate estimate of the number of persons affected, or likely to be affected, by the dispute is eighteen hundred.

4. That beginning on the 4th day of March last past the said Company in conjunction with other mine operators, and representatives of the said employees in conjunction with representatives of employees from mines in the Province of British Columbia, met in joint conference at Calgary in the last-mentioned Province and continued in conference for several days, the last meeting between the parties taking place on the first day of April instant, but notwithstanding the

several meetings between the parties, they, the said Crow's Nest Pass Coal Company, Limited, and its employees, were unable to arrive at any agreement, and there is now no agreement between them, that which existed having expired on the 31st day of March last past.

5. That Louis Philip Eckstein of the City of Fernie, in the Province of British Columbia, Barrister-at-law, is willing and ready and desires to act as a member of the Board of Conciliation, representing the employees in whose behalf this request is made.

6. That the persons signing this request hold the positions written after their respective names, and are executive officials of District Number 18, of the United Mine Workers of America, and are duly authorized to act on behalf of the employees of the said Company belonging to the Local Unions in affiliation with said District Number 18.

Dated this 5th day of April, A.D., 1907.

(Signed) F. H. SHERMAN.
President District No. 18, U.M.W.A.
(Signed) J. A. McDONALD,
Secretary-Treasurer District No. 18, U.M.W.A.

[*Declaration.*]

Canada
Province of British Columbia,
City of Fernie.
To Wit:—

IN THE MATTER of disputes between the Crow's Nest Pass Coal Company Limited, carrying on business at Fernie, Coal Creek and Michel, in the Province of British Columbia and the employees of the said Company.

I, FRANK H. SHERMAN, of the City of Fernie, in the Province of British Columbia, Miner, do solemnly declare:—

1. That I am President of District Number 18. of the United Mine Workers of America.

2. That the said District Number 18 has jurisdiction over the local Miner's Unions at Fernie and Michel respectively, which local Unions are subordinate Unions of the said District Number 18, and the said District Number 18 also has jurisdiction over the employees of the above-mentioned Company belonging to said local Unions, and the said District Number 18 is possessed of the requisite authority to act in the above-mentioned matter.

3. That failing an adjustment of the disputes between the above-mentioned parties, or a reference thereof by the Honourable the Minister of Labour to a Board of Conciliation and Investigation under the above-mentioned Act, there will, to the best of my knowledge and belief, be a strike declared, and that the necessary authority to declare such strike has been obtained, and I now possess authority to declare the same.

And I make this solemn declaration conscientiously believing it to be true, and knowing that it is one of the same force and effect as if made under oath, and by virtue of the Canada Evidence Act, 1893.

Declared before me at the City of Fernie, in the Province of British Columbia, this 5th day of April, A.D., 1907.

(Signed) FRANK H. SHERMAN.

(Signed) J. S. T. ALEXANDER,
A Commissioner for taking affidavits within British Columbia.

BOTH SIDES MAKE APPLICATION.

The application was mailed at Fernie, on April 5, and reached the Department of Labour on the morning of April 9. Similar applications were received on the same day on behalf of the employees of the Canadian-American Coal and Coke Company, the International Coal and Coke Company, and the West Canadian Collieries. On April 15 applications on behalf of the employees of the Breckenridge and Lund Coal Company, the H. W. McNeill Coal Company and the Pacific Coal Company were received, the applications being in all cases similarly worded and to the same effect. Upon the receipt of the first application, it was decided by the Minister of Labour to take immediate steps to constitute Boards of Conciliation and Investigation to which the matters in dispute might be referred, and the following telegram, which was supplemented by a written communication, was sent to the President of the District Union by the Registrar of Boards of Conciliation and Investigation. Similar action was taken in regard to the other applications.

OTTAWA, April 9, 1907.

F. H. SHERMAN,
Pres. District Union No. 18, U. M. W. of A.,
Fernie, B.C.

The Department is in receipt to-day of application for the appointment of a Board of Conciliation and Investigation in respect of disputes between the following companies and their employees:—The Crow's Nest Pass Coal Company, the Canadian American Coal and Coke Company, the International Coal and Coke Company, the West Canadian Collieries. The Minister of Labour directs me to say that he has decided to appoint a Board of Conciliation and Investigation to which the matters in dispute may be referred with the least possible delay in accordance with the provisions of the Act.

W. L. MACKENZIE KING,
Deputy Minister of Labour and Registrar of Boards of Conciliation and Investigation.

Telegrams were sent by the Minister of Labour to the managers of the Companies on behalf of whose employees application for a Board had been received, notifying the Companies of the receipt of the applications and requesting the Companies to recommend the name of a person who was willing and ready to act as a member of the Board to be established.

The following is a copy of the communication mailed by the Minister to the General Manager of the Crows' Nest Pass Coal Company in this connection, similar communications being sent to the managers of the other companies:—

DEPARTMENT OF LABOUR, CANADA,
OTTAWA, April 9, 1907.

Sir:—

In the Matter of the Industrial Disputes Investigation Act 1907 and in the matter of disputes between the Crow's Nest Pass Coal Company, Limited, carrying on business at Fernie, Coal Creek and Michel, in the Province of British Columbia, and the Employees of the said Company.

I have to-day received an application in due form, made on behalf of the employees in the above matter, for the appointment of a Board of Conciliation and Investigation under the provisions of the above-mentioned Act for the purposes of proceeding according to the said Act in the above-mentioned matter, and have

received similar applications in regard to identical disputes affecting, in addition to your own, the following companies and their employees:—The Canadian Coal and Coke Company, Frank, Alta.; the International Coal and Coke Company, Coleman, Alta.; and the West Canadian Collieries, carrying on business at Lille and Bellevue, Alta.

Upon receipt of these applications I wired you as follows:—

'I have to-day received an application for the appointment of a Board of Conciliation and Investigation under the Industrial Disputes Investigation Act, 1907, to which may be referred a dispute between the following companies and their employees:—The Crow's Nest Pass Coal Company, the Canadian-American Coal and Coke Company, the International Coal and Coke Company, and the West Canadian Collieries.'

'As the matters in dispute are identical in the case of several companies named, it would appear desirable that they should be referred to one Board, provided the interested parties may so agree. Kindly inform me by wire if your Company will consent to such an arrangement.'

'I am writing to request your Company to recommend the name of a person who is willing and ready to act as a member of such Board.'

I have decided to establish a Board of Conciliation and Investigation to which the above-mentioned dispute may be referred, and in accordance with Section 8 of the Act (a copy of which I inclose) I respectfully request your company to recommend the name of one person who is willing and ready to act as a member of the Board to be appointed.

In order that the Board may be appointed as expeditiously as possible, I would be obliged if you would kindly inform me by wire of the name of the person whom you may decide to recommend.

I have the honour to be, Sir,
Your obedient servant,
(Signed) RODOLPHE LEMIEUX,
Minister of Labour.

THE GENERAL MANAGER,
Crow's Nest Pass Coal Company, Limited.
Fernie, B.C.

On April 10 the following telegram was received by the Minister of Labour from the Crows' Nest Pass Coal Company:—

Telegram.

FERNIE, B.C., April 10th.

RODOLPHE LEMIEUX,
Ottawa.

Your telegram ninth received tenth. The application of the employees of this Company for Board of Conciliation is irregular under section sixteen, sub-section three, and their nominee disqualified under section eleven. These grounds are taken in our reply, which should reach you to-day. Irregular proceedings may invalidate whole matter. Our application for a Board, which is regular, should reach you Friday, so will similar applications of six other Companies involved on our application. All seven companies will agree to one Board. Am authorized to say so. We will comply with statute recommending member of Board to represent this Company. Our Mr. Lindsey expects to be in Ottawa, on Monday next.

CROW'S NEST PASS COAL CO.

From this telegram it would appear that when a copy of the application for a Board of Conciliation and Investigation and its accompanying declaration were

received by the General Manager of the Crow's Nest Pass Coal Company, the General Manager took the view that some of the requirements of the Act had not been fully complied with, and that proceedings thereunder might be invalidated in consequence, and the Company thereupon on its own behalf undertook to make application for the appointment of a Board, which application was accompanied by a declaration as required by the Act. It would appear that in these negotiations the several companies comprising the Western Coal Operators' Association had agreed to adopt a common course of action, and in accordance with this arrangement similar applications and declarations were subsequently received from the other companies on behalf of whose employees applications for the appointment of a Board had been received at the Department. In regard to these applications the Minister replied that the disputes to which they referred appeared to be the same as the disputes of which mention was made in the applications sent in on behalf of the employees, and as the Minister had already decided to refer these disputes to a Board, towards the constitution of which steps had already been taken, it was not necessary to take any action upon them.

On April 11 the reply of the Crow's Nest Pass Coal Company to the application sent in on behalf of its employees was received. It was as follows. Similar replies were received from the other companies:—

REPLY OF THE CROW'S NEST PASS COAL COMPANY, LIMITED,

To the request of their employees to the Honourable, The Minister of Labour, to refer an alleged dispute to a Board of Conciliation and Investigation under 'The Industrial Disputes Investigation Act, 1907.'

The said Company says:—

1. The request purports to be the request of the Company's employees and that being so, the application made on their behalf by the President and Secretary of District 18, U. M. W. of A., is irregular. There is a local union to which some, but not by any means all of their employees belong, to wit, Gladstone Local Union and Michel Local Union, but none of the officers of these Unions have applied. Furthermore, as many of their employees are not members of a trades union, the application under section 16, sub-section 4 of the said Act requires the application to be signed by two of the number of employees duly authorized by a majority vote taken by ballot of the employees present at a meeting called on not less than three days' notice, for the purpose of discussing the question.

Neither the said Frank H. Sherman nor the said J. A. Macdonald is an employee of the said Crow's Nest Pass Coal Company, Limited, nor has any meeting been called or held on three days' notice whereat by a majority vote taken by ballot of the employees, it was decided to make this or any application or whereat authority was given by any one to sign any application on said reference.

2. No claim or demand such as is set out in paragraph 2 of the statement accompanying the said request has been made on behalf of the employees of this Company to the Company or if the same has been made it has been formally withdrawn by the same persons who made it.

3. No notice of an intended change affecting conditions of employment with respect to wages or hours which specified what these changes are has been given to the Company by its employees or by any one on their behalf.

4. Louis Philip Eckstein, Barrister-at-law, has a direct pecuniary interest in the issue of the dispute asked to be referred to the proposed Board. He is the solicitor in British Columbia of the Gladstone Local Union, and is, in these proceedings, acting as solicitor for the United Mine Workers of America, District 18, as evidenced by the correspondence passing between him as such solicitor and the

general manager of the Crow's Nest Pass Coal Company, Limited, dated April 5th and 6th, the day of the date of the said application, a true copy of which correspondence is hereto annexed and marked as Schedule A.

5. The Crow's Nest Pass Coal Company, Limited, says the dispute between them and their employees is not correctly stated in the statement accompanying their request and that the Company asks for uniform conditions, contract rates and wages in this competitive field involving several decreases in said rates and wages and that the employees have refused to accept the same, but that the Company insists on the same obtaining and governing as between them and their employees.

6. The Crow's Nest Pass Coal Company, Limited, will immediately give notice to its employees of an intended change affecting conditions of employment with respect to wages and hours and conditions of employment, and if the request of their employees for a reference under the said Act be granted, The Crow's Nest Pass Coal Company, Limited, craves leave to present on the said reference its claim in respect to said changes.

Dated Fernie, April 6, A.D., 1907.

The Crow's Nest Pass Coal Company, Limited.

(Sgd.) G. G. S. LINDSEY,
General Manager.

A BOARD CONSTITUTED.

It will be observed from the reply sent in by the companies to the application of the employees that exception was taken to the appointment of Mr. Louis Philip Eckstein as a member of the Board, under Section 11 of the Act, which provides 'that no person shall act as a member of a Board who has any direct pecuniary interest in the issue of a dispute referred to such Board.' This objection was considered by the Minister of Labour, but as it did not appear to the Minister that Mr. Eckstein was disqualified, the recommendation of the employees was acted on and Mr. Eckstein appointed a member of the Board.

On April 15 the Companies, with the exception of the West Canadian Collieries, Limited, named Mr. C. E. S. Whiteside as their representative on the Board. As Mr. Whiteside was the general manager of one of the Companies affected, and the disputes appeared to be the same in regard to each Company, it appeared to the Minister that Mr. Whiteside was disqualified from acting as a member under the above quoted section of the Act. The Companies were allowed an additional twenty-four hours within which to name another member of the Board. Mr. J. L. Parker, of Lee Lake Ranch, was then named as a member of the Board by the following companies: The Crow's Nest Pass Coal Company, Limited; The International Coal and Coke Company, Limited; The Canadian-American Coal and Coke Company and the West Canadian Collieries, Limited; Mr. Frank B. Smith, of Edmonton, by The H. W. McNeill Coal Company, Limited; The Pacific Coal Company, Limited; and the Breckenridge and Lund Coal Company, Limited.*

*The Western Coal Operators' Association comprises, as has been stated, the seven companies above indicated. For a strict compliance with the provisions of the Act it was necessary to appoint a separate Board to deal with the matters in dispute between each company and its employees. As, however, the applications outlining the disputes indicated that the points to be considered were similar in the case of several companies it was intended, if possible, to have the Boards subsequently, with the consent of the parties, consolidated. The miners, it will be observed, nominated the same person as a representative on each of the Boards. Four of the companies agreed upon one representative and the three remaining companies on another representative. The Government appointed the same person as Chairman of each of the individual Boards. For the sake of convenience in this article the several Boards are referred to as a single Board. Strictly speaking, the reference in many cases should be to the several individual boards.

The members of the Board thus chosen having failed to agree upon a third member, the Minister of Labour on the 22nd of April appointed the Honourable Sir William Mulock, K.C.M.G., Chief Justice of the Exchequer Division of the High Court of Justice of Ontario and ex-Postmaster-General and Minister of Labour, as chairman of the Board.

Sir William Mulock left Toronto for Fernie as soon after his appointment as it was possible for him to arrange a suitable adjustment of his judicial duties, and arrived in Fernie on the morning of April 30, at which date the Board was immediately convened.

THE CESSATION OF MINING OPERATIONS.

As already stated, the agreement between the several companies comprising the Western Coal Operators' Association and their employees terminated on April 1. The conference at Calgary, which had met for the purpose of effecting a new agreement, had terminated on that date, without having concluded the arrangement desired. The applications for a Board of Conciliation and Investigation were mailed from Fernie on behalf of the employees on or about April 5 and were received on or about April 9. Exception to the validity of these applications was taken by the Company on the day and days immediately following, and new applications were mailed. Exception was also taken by the Companies at the same time to the appointment of the nominee of the employees as a member of the Board, and the companies subsequently recommended a person whom the Minister was obliged to reject as being disqualified under the provisions of the Act. Some of the companies, at the time of making their application, had given notice of an intended reduction of wages, which was subsequently posted in the immediate vicinity of their mines. This notice had been posted in accordance with the provisions of the Act relating to intended changes in wage conditions. A number of the employees contended that they had not so understood the companies' purpose. In fact, it was alleged that the notices had been looked upon by some as a declaration of hostilities. On the same day on which the notices were posted, a circular was sent out by officers of the District Executive Board to the officers and members of the local unions, which circular was of a nature to arouse distrust in the possible results to be effected by a reference of the dispute to a Board of Conciliation and Investigation. These facts and circumstances, coupled with the suspicion which they helped to engender in the minds of the parties, appear, with possibly other additional causes which have not since become apparent, to have created in the minds of the employees of some of the companies an unwillingness to continue longer at work. On Monday, April 15, some employees of the Crow's Nest Pass Coal Company ceased work. Other employees of the same company followed their example on the next day, as did also employees of the International Coal and Coke Company at Coleman. On April 18 the employees of the West Canadian Collieries at Bellevue and Lille and the employees of the Canadian American Coal and Coke Company at Frank, discontinued work, and during the next two or three days work also ceased at the mines at Bankhead, Canmore and Lundbreck.

It was contended from the outset by the officials of the United Mine Workers that this cessation of employment was not the result of any agreement to strike. It was stated that the men had acted against the wishes and contrary to the authority of the unions to which they belonged. The fact was, nevertheless, that at the beginning of

the week commencing Sunday the 21st, work at practically all of the mines belonging to the companies comprising the Western Coal Operators' Association had ceased.

DEPUTY MINISTER OF LABOUR SENT TO FERNIE

The failure of the parties to reach an agreement at the Calgary conference had prepared the public for the possibility of a serious and protracted strike. The privations and hardships occasioned by the fuel famine of the past winter occasioned, in part, by the Lethbridge strike, were still fresh in the public mind. It was generally believed that the supply of coal was barely meeting the demand at the time; hence it was that the men in the Crow's Nest Pass had not stopped mining operations for more than a day before general and wide-spread alarm was occasioned through the community. Many of the Boards of Trade in the principal localities in the West began passing resolutions petitioning the government in regard to the situation, which resolutions were read in Parliament and given widespread publicity by the press. The following resolution was forwarded to the Minister of Labour by the Calgary Board of Trade on April 16:—

> 'Calgary Board of Trade strongly urges immediate action Board of Conciliation miners disagreement. Freight traffic ceased entirely, passenger traffic stops few days. Miners leaving work in large bodies, though no strike apparently officially declared. Output coal practically ceased, manufacturing plants closing, situation most serious in history western Canada. Ask your co-operation prevent fatal demoralization Western business.'

At the time this message was sent but a small portion of the miners had ceased work. As the men at other camps went out, fresh prophecies of impending disaster were widely circulated by the despatches which appeared daily in the press, and by the end of the week in which the cessation of operations had commenced, a situation approaching a panic had been well nigh reached. It was under these circumstances that the Minister of Labour decided to send the Deputy Minister immediately to the West, with a view of furnishing the government with an accurate statement of the exact conditions, and to lend his good offices in such manner as occasion might afford toward securing an immediate resumption of work pending the inquiry by the Board of Conciliation and Investigation which was being constituted, or a settlement of the differences in the interval, if that were possible. Mr. King, the deputy Minister, left Ottawa on April 19 and arrived at Fernie on the 23rd.

REPORT OF DEPUTY MINISTER.

The nature and results of Mr. King's efforts while in Fernie will appear from the report on his mission to the Minister of Labour, which is as follows:—

OTTAWA, May 23, 1907.

The Honourable RODOLPHE LEMIEUX, K.C., M.P.,
Minister of Labour,
Ottawa.

SIR.—I have the honour to make the following report on the nature and result of negotiations carried on while in Fernie, B.C., with a view of effecting a settlement of the differences between the several companies comprising the Western Coal Operators' Association and the miners in the employ of these companies, and upon the situation generally.

Acting under your instructions, I left Ottawa about midnight of April 19th and arrived at Fernie on Tuesday, the 23rd, at 5 p.m. I found that work had entirely ceased in all the mines operated by the companies comprising the Western Coal Operators' Association, and that a conference was being held at Fernie between the operators and the Union officials of the United Mine Workers of America, which conference, it was hoped, might result in an agreement being reached between the parties. I met at the outset Mr. Eckstein and Mr. T. L. Parker, who had been appointed members of the Board of Conciliation and Investigation, and announced to them, as well as to the parties to the dispute, the appointment of Sir William Mulock as chairman of the Board. I explained to the parties that Sir William would likely arrive in Fernie in the early part of the following week, and that the Board would immediately proceed with the investigation.

I felt my first duty was to make known to all parties the provisions of the Industrial Disputes Investigation Act, and to this end immediately put myself in touch with the Union officials, who invited me to explain the Act in detail to the District Executive Board at a meeting which was called for 9 o'clock on Wednesday morning. At this meeting the members of the Board assured me that they were desirous of having the provisions of the law fully respected. They gave various reasons for the men having quit work, and contended that, so far as the law was concerned, it was ignorance rather than defiance of its provisions which was responsible for their action. As an evidence of the attitude of the District Board towards the law, it was stated that the Union had not sanctioned a strike and had positively refused to concede strike benefits to the men who had left their work. The members of the Board expressed themselves as being desirous that there should be a strict compliance with the letter of the law, and to this end suggested that a mass meeting of the miners resident in Fernie and Coal Creek should be called, at which I should explain fully to the men the provisions of the law, the members of the Board promising on their part to do all in their power to have the men return immediately to work pending an inquiry under the Act.

The question naturally presented itself, as to whether it were better to have the conference adjourn to permit of the Union officials meeting with the men or its proceedings towards effecting a settlement continue uninterrupted. I regarded a settlement by the parties themselves, if such could be obtained, as the most satisfactory result that could be achieved. As there was every reason to hope and good ground for believing that the conference might effect this end, I concluded that, instead of attempting to persuade the employees to return immediately to work, in accordance with the provisions of the Act, it would be more in the public interest to allow the principals of both sides to continue their joint negotiations. Upon receiving an assurance from the Executive Board that the proceedings of the conference would not last at the outset more than two days longer, and that, if a settlement were not reached in that time, the Board would direct its energies to having the men return to work pending an investigation, I decided to defer further action and await the outcome of the joint conference.

On Wednesday night it was generally believed that an agreement had been reached. It developed, however, on Thursday morning that, when reduced to writing, the understanding of the parties was not what each had supposed from the verbal representations of the day previous. Negotiations were suddenly terminated, and it looked as though two sides were after all farther apart than they had been at any time since negotiations between them had been commenced.

MASS MEETING AT FERNIE.

A mass meeting of the miners was called for the afternoon of that day, the 25th. The meeting was presided over by Mr. Lancaster, the president of Gladstone Lodge, of which the miners of Coal Creek and Fernie are members. At this meeting speeches were delivered by Mr. T. L. Lewis, Vice-President of the United Mine Workers of America; Mr. F. H. Sherman, President of District No. 18, U. M. W. of A.; the Hon.

W. H. Cushing, Minister of Mines and Public Works for the Province of Alberta, and myself. My remarks were confined to an explanation of the provisions of the law, its bearing on the then situation, and the steps which led up to the enactment of the measure. This meeting was a public meeting and was largely attended by the miners. In the evening a meeting was held behind closed doors to vote on the question of whether or not work would be resumed pending an inquiry by the Board. Between the public meeting held in the afternoon and the meeting in the evening, I received the following letter on behalf of the operators, which I transmitted to the Union officials:

W. L. Mackenzie King, Esq.,
Deputy Minister of Labour,
Fernie, B.C.

Fernie, April 25, 1907.

Dear Sir:—

We beg to inform you that we hereby agree to reinstate to their respective places immediately, all employees who have suspended work since April 1, and agree that work shall be carried on under the prices, wages and conditions of employment that were in existence in and around the various mines previous to April 1, 1907, and continue to work under these conditions until an investigation has been made by the Board of Conciliation and Investigation appointed under the Industrial Disputes Investigation Act as to the merits of the dispute between the several companies comprising the Western Coal Operators' Association and the employees of the said companies.

Yours truly,

The Western Coal Operators' Association.
(Signed) G. G. S. LINDSEY,
President.

This communication was given at my suggestion in order that there might be no misundertanding as to the respective attitudes of the parties in the event of work being resumed, more particularly as there had been some misundertanding as to what rates and conditions obtained, the old agreements having expired on April 1, and new agreements not having been effected.

RESUMPTION OF WORK VOTED ON.

At the meeting of the Union in the evening a vote was taken and it was unanimously decided tnat the men would return to work and await the finding of the Board of Investigation. When informed of the result of this meeting, I sent you the following wire, which was based on the outcome of the meeting and the representations made to me by the Executive Board as to the probable result of the vote which would be taken in the other camps:—

Fernie, B.C., April 25, 1907.

Hon. Rodolphe Lemieux,
Minister of Labour, Ottawa, Ont.

Mine operators and Executive Board of District Union have been continuously in conference since Tuesday with the hope of effecting a settlement of disputes between the several companies in this district and their employees to avoid reference to Board of Conciliation and Investigation. It was announced at noon to-day, that this conference had failed to effect any settlement. On my arrival, Tuesday night, union officials visited me to meet Executive Board of District Union, at 9 a.m., yesterday. Board stated there had been no intention of violating Act; that men had misunderstood purpose of notices posted, and not knowing law, or protection it afforded against any change in wages prior to or during investigation, had stopped work of their own accord and without authority

of Union officials, who have refused to sanction a strike. They assured me that Board of Conciliation and Investigation having been constituted they would, if agreement were not speedily come to as result of joint conferences, at once take steps to secure return of men to work pending investigation. Having this assurance, I thought it advisable not to jeopardize outcome of joint conferences by having these proceedings even temporarily stopped to enable union officials to meet with men. It was understood, however, that conference would not be prolonged beyond to-day without situation being fully explained. Conference having failed to effect settlement, a mass meeting of Fernie miners was called this afternoon, at which, on the request of the Union officials I explained to the men the nature and provisions of the Industrial Disputes Investigation Act.

To-night a meeting of the Local Union was held, and I have since been informed by Mr. Sherman, District President, that it was unanimously decided the men would return to work at once and continue at work pending reference of disputes under Act. Members of District Board have arranged for meetings at other mining camps where men are out, and will leave immediately to explain situation and law to men. As soon as majority of members of District have decided to return to work Executive Board will issue instructions for all miners in District to immediately return. President Sherman informs me that by Saturday, there should be a resumption of work at all the mines.

(Signed) W. L. MACKENZIE KING.'

At the time of sending you this wire Mr. Sherman also wired you as follows:—

FERNIE, B.C., April 25, '07.

HON. RODOLPHE LEMIEUX,
Minister of Labour, Ottawa.

Cessation of work resulted owing to misunderstanding of Industrial Disputes Act. District Executive having failed to agree with operators have decided to advise miners to resume operations immediately. This advice has been acepted by Fernie men. Have reasons to believe that operations will be resumed at all mines, this district, as soon as possible. Will refer all our disputes to Investigation Board believing your government want to see justice done to all parties.

(Signed) F. H. SHERMAN.

The vote as to an immediate resumption of work pending an inquiry by a Board of Conciliation was taken at the remaining camps on the following day, and was made known on Saturday, the 27th. The result of this vote was, however, quite the contrary to what the Executive Board had expected it would be. The vote, to begin with, was small, but it clearly indicated the feelings of the miners throughout the district. The figures of this vote, as subsequently published, are as follows:—

—	For	Against
Bankhead	7	126
Canmore	3	101
Lille	7	97
Frank	14	64
Coleman	54	63
Michel	67	111
Lundbreck	39	19
Hillcrest	5	22
Bellevue (estimated		100
Fernie (estimated)	700	

It was alleged by the members of Gladstone Union that their decision to return to work had been conditional upon a majority of the members of the district voting in support of an immediate resumption of work; the vote at the other camps being

what it was, this was taken to mean that the district was not in favour of an immediate resumption of work, and it was accordingly decided that the miners at Coal Creek and Fernie, notwithstanding their vote, would remain out with the other camps in the district.

MEANING OF RESULT OF VOTING.

The result of the vote in the several camps on the question of resuming work pending an investigation by the Board is instructive as to the then attitude of the miners in regard to the law. At Fernie, where the measure was fully explained the vote, as has been stated, was in favour of complying with the provisions of the Act. Fernie, moreover, was the seat of the trouble, and the feelings of unrest were stronger there than in other parts of the district. After the meeting of Gladstone Lodge on Friday night, the officials who were members of the District Board left immediately to visit the camps within reach. They put forth every effort to persuade the men to return immediately to work, but, with the exception of the one camp, their efforts were unsuccessful. Canmore and Bankhead being between two hundred and fifty and three hundred miles distant from Fernie. it was impossible for any official of the District Board to be present, either to explain the provisions of the Act or to express to the members of the Unions the wishes of the Executive Board. The members had to be informed of the latter by telegraph. In some of the camps a large proportion of the miners are foreigners, and it is certain that until the day at which the vote was taken, many of them were not aware of the existence of the Act, and it is doubtful if any proportion of the members at any of the outlying camps had anything like a true knowledge of its exact provisions. Moreover, at at least one of the camps the personal animosity of certain officials against other officials accounted for the vote being what it was. As far as the actual results were indicative of the situation, it would appear that where the law was understood, there was an apparent willingness to respect its provisions; but where its provisions were either wholly unknown or but imperfectly understood, other facts and circumstances were allowed to govern. The judgment which I formed at the time and which has become the more confirmed as I have discussed the situation with both operators and miners since, is that had the existence and the provisions of the law been fully known and rightly understood, there would have been no cessation of operations at the outset, nor would the vote on the resumption of work pending investigation have resulted as it did, once a cessation of operations had actually taken place.

CONCILIATION AND MEDIATION.

The vote on the resumption of work at the outlying camps was taken on the afternoon and evening of Friday the 26th. By Saturday noon the returns received indicated clearly that the vote had gone contrary to the wishes of the executive, and it appeared, at the time, as though little remained to be done but await the meeting of the Board, and the result of its investigation. Sir William Mulock had wired that he would reach Fernie on Tuesday the 30th. It was quite apparent that any proceedings before the Board would occupy some time. In the meantime, the situation so far as the country was concerned, was becoming hourly more acute. The supply of coal was threatening to be rapidly exhausted. Already the railway companies in British Columbia and Alberta were refusing certain classes of shipments. It was believed that their supplies of coal, at some points, were all but depleted. Word was received that some of the smelters in the boundary district were partially closed for want of fuel, and would have to close down completely unless mining operations were immediately resumed. Other industries were being similarly threatened and throughout the entire district there was a condition of general alarm which feeling was fostered by the nature of the despatches appearing daily in the press.

Under these circumstances, I felt it my duty and in the public interest to put

forth further endeavours to bring about an immediate resumption of work. In view of the vote which had been taken, I knew that this could only be effected by arranging a settlement of the difficulties and securing a written agreement between the parties. From what I had observed and learned during my stay in Fernie, I believed, that as a matter of fact, the difficulty of effecting a settlement was not so much a matter of terms and conditions as it was of allaying the distrust and suspicion which existed between the parties. I knew, moreover, that, though professing the contrary, neither side was particularly desirous of having a government investigation. It was obviously to the interest of both to have an immediate settlement if it could be brought about, and I accordingly decided to see if this could not be done by offering my services as a conciliator. I saw the leading representatives of both sides and asked them if my services would be acceptable. I was assured that they would be and that notwithstanding that an investigation might serve the interests of both parties by helping to clear up a number of matters which were grounds of suspicion or of false report, an immediate settlement was advisable in the public interest, and in the interests of the parties themselves. I spent Sunday and Monday, the 28th and 29th of April, respectively, in negotiating with the leaders on both sides. By Monday afternoon the basis of an agreement had been reached, and on this agreement being drafted in the form of a written document and copies supplied to each of the parties, I obtained from the respective parties a verbal undertaking that its provisions were acceptable to the members of the Western Coal Operators' Association and to the district executive board of the United Mine Workers. The executive board, while willing to recommend the acceptance of this agreement were, however unwilling to sign it without first submitting its provisions to a referendum vote of the unions concerned. I was informed by all the members of the Board that they had no doubt as to the ultimate acceptance by the unions of the agreement, and it was accordingly decided that a referendum vote should be taken. It was, at this time, that I sent you the following wire:—

FERNIE, B.C., April 29, 1907.

HON. RODOLPHE LEMIEUX, M.P.,
Minister of Labour,
Ottawa, Ont., Can.

Am pleased to be able to inform you that, as the result of negotiation between the parties during the past two or three days, the outstanding points of an agreement have been so adjusted through conciliation as to make it acceptable to the operators of the seven companies comprising the Western Coal Operators' Association, and to the District Executive Board of the United Mine Workers' Association. The District Executive have agreed to strongly recommend this agreement for acceptance by the men at all the mines. A referendum vote will be taken on Thursday of this week. In the meantime, the sittings of the Board of Conciliation and Investigation which were to have commenced to-morrow will stand adjourned.

W. L. MACKENZIE KING.

AGREEMENT ACCEPTED.

Meetings of the unions were called at all the camps, and members of the executive left immediately for the different localities with copies of the agreement in order to fully explain its provisions to the men. The result of the voting was known in a general way on the night the vote was taken, but the actual figures were not given out until Saturday afternoon by which time returns had been received at Fernie from the various camps. When the result was announced the figures indicated that the district as a whole had voted in favour of acceptance of the agreement by a majority of 377 out of a total vote of 1871. The vote as taken at the different camps was as follows:—

Camp.	For	Against.
Bellevue	38	16
Frank	50	77
Hillcrest	25	1
Lille	93	17
Lundbreck	31	20
Coleman	190	32
Bankhead	91	33
Canmore	68	53
Michel	139	294
Fernie	393	201
Total	1,121	744

The result of the referendum vote having been publicly announced, the agreement was signed by the operators on the afternoon of Saturday, May 4. The members of the executive board were unwilling to sign until all the members of the board were present, consequently the agreement did not receive the signatures of the union officials until the Monday morning following. The agreement having been signed by both parties, I wired you as follows:—

FERNIE, B.C., May 6, 1907.

HON. RODOLPHE LEMIEUX, M.P.,
Minister of Labour,
Ottawa, Ont., Canada.

Am pleased to inform you that agreement reached between executive of United Mine Workers and operators, as result of conciliation proceedings on Tuesday last, was endorsed upon referendum vote by a majority of 377 out of a total vote of 1871 in the different mining camps; the result of the voting having been officially announced on Saturday. The operators signed the agreement during the afternoon. All the members of the executive board of the United Mine Workers met in conference this morning and authorized their officers to sign. They have just come to my room at the hotel and added their signatures to the agreement. District President Sherman informs me that the board has issued instructions for the men to return to work immediately. All mines in the district should be operating to-morrow. Conciliation Board will meet this afternoon to receive notification from the parties that their differences have been satisfactorily adjusted, and that a contract has been signed covering conditions for two years.

W. L. MACKENZIE KING.

The executive board immediately notified all camps that an agreement had been concluded, and requested that work should be immediately resumed in all of the mines. In accordance with these instructions, work was resumed at most of the mines on the following day. At one or two camps there were delays for one cause or another, but in the course of a few days work had been all but generally resumed throughout the entire district.*

THE BASIS OF SETTLEMENT.

Appended to this report is a copy of the agreement between the Western Coal Operators' Association and the employees of the Companies comprising this association, as represented by the United Mine Workers of America, District, No. 18. It will be observed that the agreement is for a period of two years from April 1, 1907, to

* The Breckenridge and Lund Coal Company operating at Lundbreck, Alta., is the only camp at which operations were not fully resumed during the month, this company having decided to discontinue mining operations for the present.

March 31, 1909, inclusive; that it continues in existence the agreements existing between the several Companies comprising the Western Coal Operators' Association prior to April 1, 1907 with modifications and additions, as a result of which the new agreement was reached. Most important in this connection is the clause providing machinery for the settlement of local and general disputes that may arise between the parties during the period of the new agreement. This provision accepts in full the principles of conciliation and arbitration and establishes a permanent board composed of representatives of both parties before which disputes may be brought for final settlement failing their adjustment by the more immediate parties concerned. Important increases in wages are provided for, namely, 5 per cent increase to contract mining rates at the following mines: No. 9, Coal Creek, No 3, Michel, Lundbreck and Canmore; an increase in wages paid outside labour of 25 cents per day to all $2 rates and an increase of 5 per cent to all rates of $2.50 and over. An increase of 25 cents per day was granted to drivers, tail rope riders and hoist men in all the mines. At Bankhead, Canmore, Lundbreck and Lille an increase of 5 per cent was granted to all other transportation men and those connected with the handling of coal, the increase being given on account of the longer hours of work at these mines. The contract contains an important provision that nothing therein shall be held to afford any grounds against the enactment of legislation respecting hours of labour in the province of Alberta, also that the schedule rates in the agreement are to be the minimum rates paid, and that where higher rates have prevailed, no reductions are to take place. In connection with new work it is provided, that whenever any new work arises, a price for which has not been provided for in the agreement, on the request of the company or the miners, the joint committee of the Western Coal Operators' Association and District Number 18 of the United Mine Workers of America shall meet within thirty days after the said request and arrange a price. Meantime, and until such price has been arranged, all men shall be paid upon the day wage scale.

The signed agreement contains no mention of the question of discrimination which was an important one in all negotiations. It was, however, distinctly understood and agreed between the parties that there was to be no discrimination on the part of the companies against union men or on the part of the union men against non-union employees, and the settlement reached was based on this understanding.

REVIEW OF CAUSES OF TROUBLE

In view of the fact that a settlement has been reached between the Western Coal Operators' Association and the employees of the several Companies which it comprises, it is in every way desirable that nothing should now be said or done which may tend to revive subjects of controversy which have in the past added not a little of bitterness and animosity to the unhappy relations which for a time existed between the employers and employees concerned in these matters. An explanation of the situation and justice to the parties themselves demands, however, that the factors in the situation which helped to account for the cessation of mining operations which took place for a brief space of time should not be passed over wholly in silence. The attitude of the Companies towards the application of the men, and the attitude of certain of the Union officials toward the Companies are, in my opinion, the factors which were mainly accountable for the cessation of operations at the mines, prior to an investigation by a Board, as is required by the Act. A mistrust by each of the parties of the good faith and purpose of the other, which in part was the outcome of differences of months previous, and which happenings in recent negotiations had only served to accentuate, lay at the root of the whole matter. This lack of faith in each other's sincerity found its strongest expression in the suspicion with which the principals of the respective sides viewed the purposes and actions of each other.

It is true that the application to the Minister of Labour for a Board of Conciliation and the declaration accompanying it made on behalf of the employees, are open to the construction that they are not technically correct in all particulars, and that

the law in some of its details in its relation to these matters may not have been strictly complied with. It is also true, that each of the parties was aware that unless a settlement could be affected by a Board appointed under the Act, a strike was inevitable, and it was desirable, therefore, that every means should be taken to ensure that the establishment of a Board should not fail because of any want of compliance with the provisions of the Act in their entirety. The managers of the several Companies concerned, if they really believed that because of some technicality or irregularity which they had observed a Board would not be appointed, or that its proceedings might be invalidated, were right in taking every precaution to ensure the appointment of the Board. Moreover, if it were their intention to reduce the then existing scale of wages, on May 10, and to declare a lockout failing an acceptance by that date of their terms or a settlement on some other basis in the interval, it was necessary for a compliance with the provisions of the Industrial Disputes Investigation Act that at least thirty days notice of this change should be given and the posting of notices at the pitheads would, under such circumstances, be a perfectly proper course to pursue. The question, however, naturally arises, whether, the facts being what they were, the companies were really justified in believing that a Board would not be appointed, or that its proceedings would be invalidated in any way. The telegram sent to the Minister of Labour informing the Minister that the application of the employees was regarded as irregular and that another application would be forthcoming from the employers, was received in reply to a wire sent by the Minister of Labour requesting the Companies to nominate a person to act as a member of the Board. The Minister's telegram, moreover, indicated very clearly that it was the government's intention to establish a Board as speedily as possible and the government's desire both to facilitate and expedite the establishment of this Board as much as possible. The Calgary conference had adjourned *sine die* to permit of an immediate reference to a Board for which the miners themselves had already applied. The critical nature of the situation was known to all parties. The Government's intention was clear. It was to be reasonably presumed that any shortcomings or technical irregularities would be sufficiently met by Section 65, of the Act, which is as follows:—

> 'No proceeding under this Act shall be deemed invalid by reason of any defect of form or any technical irregularity.'

Everything considered, it would, therefore, appear that the attitude of the Companies toward the applications of the men for the appointment of a Board while it may have been, from the legal aspect, proper, was, in the light of existing conditions, quite unnecessary, and served, though doubtless not so intended, only to assist in furthering a crisis which was desirable from every point of view to avoid, and to furnish to the employees in some of the mines what by some is alleged to have been the real cause, by others, mere grounds of pretence, for the cessation of work which took place subsequent to the posting of the notices and prior to the establishment of the Board.

On April 8, the day on which the notices were posted, the following circular letter was issued by the district officers of the United Mine Workers to the employees of the several Companies comprising the Western Coal Operators' Association:

> FERNIE, B.C., April 8, 1907.
>
> To the Officers and Members of the Local Unions in Dist. No. 18, U.M.W. of A.
>
> GREETING :
>
> The District Executive Board has decided to order a Referendum vote to be taken immediately by all Local Unions 'For and Against' a General Strike in this District. The Dominion Government has refused to enforce the Industrial Disputes Act, 1907, against The Canada West Coal & Coke Co., of Taber, who locked our men out on April 2 and 3. We have made application to the Minister of Labour for the appointment of a Board of Investigation. Already the Coal Companies are using all kinds of legal technicalities in order to delay investi-

gation. We can see no chance of this so-called Investigation Board making its report for months. In the meantime, we cannot inform you under what terms and conditions you are working. You must trust to the honour of your employers.

Send the result of the voting upon the enclosed from to F. H. Sherman, Fernie, B.C., not later than April 13, 1907.

Yours fraternally,

F. H. SHERMAN,
President.

J. A. McDONALD,
Sec. Treas., Dist. No. 18, U.M.W. of A.

It cannot be said that this circular was either warranted or justified by the circumstances under which it was issued. It was both misleading and mischievous and afforded the companies apparent, if not actual grounds, for the contention that the discontinuance of work by the miners taking place in the manner and at the time it did, was not so much due to the action of the Companies as it was to the methods adopted by those who desired to bring about a cessation of operations at the mines.

SOME CONCLUSIONS.

Had suspicion and personalities not played so large a part in the negotiations between the parties an agreement might, I believe, have been arrived at without any cessation of mining operations of the appointment of any Board of Conciliation and Investigation. When I reached Fernie and began to look into the cause of the dispute, it seemed to me that suspicion was present everywhere, that passion and prejudice were outdoing argument and that mistrust had supplanted reason. Each side had become suspicions of the other to the extent that the slightest degree of confidence no longer existed between them. Each was seeking in the action of the other evidences of sharp practice which might strengthen the barriers already holding them apart, rather than the existence of motives or actions which might serve as avenues of approach. I was fortunately in the position of being able to see both sides of the question from the points of view of the respective parties, and was thus enabled to secure a consideration of the matters involved upon their merits, without permitting the real issue to be lost sight of through prejudices and antipathies purely personal, such as an industrial conflict, are apt to engender. My endeavour was directed wholly towards restoring confidence between the parties, and what I regard as even more gratifying than the agreement reached is that this end has been in part achieved.

This confidence and mutual trust both the operators and labour leaders should do all in their power to cultivate. The value of any agreement will depend upon the spirit which underlies the intentions of the parties. If the mine operators and miners are true to what is best in them, there should be great industrial prosperity for all engaged in the mining industries concerned in the recent troubles. That at present, there is a genuine desire to foster this spirit of mutual confidence is, I believe, beyond question. The parties realize that they cannot afford to neglect it without being false to their own mutual interests and doing an irreparable injury to the interests of the country as well.

In conclusion, I would say, that if the country in this instance has been spared a long and disastrous industrial conflict, it is because of the legislation recently enacted, which in the first instance restrained the parties from precipitate action, and which providing as it did the machinery for a searching inquiry caused the parties to exercise a degree of forbearance and moderation which otherwise might have been wholly wanting. There was, moreover, on both sides a genuine recognition of the obligation which under existing circumstances each owed to the public. The spirit with which each side responded to this conception of public duty leads me to believe that the country may look forward with some degree of confidence to a period of industrial peace, so

far at least, as the parties to the recent dispute may have it within their power to control the working out of the agreement which they have reached.

I have the honour to be, Sir,

Your obedient servant,

(Signed) W. L. MACKENZIE KING,

Deputy Minister of Labour.

REPORT OF BOARD OF CONCILIATION.

The following report of the proceedings of the Boards of Conciliation and Investigation appointed under the Act, was received by the Minister of Labour:

TORONTO, 28th May, 1907.

To the Honourable R. LEMIEUX,
Minister of Labour,
Ottawa, Ont., Can.

In the matter of the Boards of Conciliation and Investigation regarding certain disputes between the Crow's Nest Pass Coal Company, Limited, the International Coal and Coke Company, Limited, the West Canadian Colliers, Limited, the Canadian and American Coal and Coke Company, Limited, the Breckenridge and Lund Coal Company, the H. W. McNeill Coal Company and the Pacific Coal Company and the employees of the said companies.

I have the honour to state, that the Boards first met on the 30th April, 1907, at the town of Fernie, B.C., all the members of the Boards being present, and information having reached the various members of the Boards that the parties to the disputes were engaged in an effort to adjust their differences and that a proposition to that end was to be submitted to the miners on the 2nd of May, the members did not deem it expedient to then proceed with the subject of reference, but adjourned to meet again on the 3rd of May; that on the 3rd of May the members again met, all being present; but it was then understood that the result of the voting by the miners upon the proposed settlement had not yet been made public, nor had the Boards been advised whether a settlement had been reached, but the different members of the Boards had received intimation to the effect that progress towards a settlement was being made. Accordingly the Boards adjourned to meet at the call of the chairman. On the 4th of May, the Boards met again, all the members being present. The different members intimated that from information which had reached them a proposed agreement between the various parties to the disputes had been executed by the operators and was engaging the consideration of the employees before its execution on their behalf. Thereupon, the members decided to again adjourn to meet at the call of the chairman. On the 6th May, the Boards again met. On this occasion Mr. Stockett appeared on behalf of the Operators' Association, and Mr. Sherman on behalf of the employees. Mr. Stockett then read and delivered to the Boards the following communication:—

'STATEMENT OF OPERATORS.

'To the Board of Conciliation and Investigation appointed to settle the disputes between the Coal Companies and their employees in the Crow's Nest Pass District of British Columbia and Eastern Alberta.

'On the 26th April, after some negotiation it became evident that there were some points of difference between the operators and the miners, which, in joint conference, they were unable to adjust.

'At this stage the Deputy Minister of Labour, Mr. Mackenzie King, lent his good offices to both sides and on the 29th he submitted an agreement which so harmonized these differences that it was accepted by all parties to the dispute, subject to the ratification on a referendum vote by the miners.

'This vote was taken at all the collieries on the 2nd May, and the operators were advised, it endorsed the agreement arrived at. In this result it will not, therefore, be necessary to ask the Board of Conciliation to enter upon its labours, the parties being themselves agreed.

'The operators desire most cordially to thank the Hon. Sir Wm. Mulock, K.C.M.G., Chief Justice of the Exchequer Division of the High Court of Justice of Ontario, for his response to the call of duty and his sacrifice of personal comfort in coming so far to aid in the settlement of this dispute, and they desire also to acknowledge the excellent work and good offices of Mr. Mackenzie King, Deputy Minister of Labour, in harmonizing the oustanding difficulties.'

'Dated, Fernie, B.C., May 3rd, 1907.

'This is signed on behalf of all Coal Companies to the present dispute by

The Western Coal Operators' Association,

G. G. S. LINDSEY,
President.

O. E. S. WHITESIDE,
Asst. Secretary.'

Mr. Sherman for the employees reported that they had approved of the agreement and that the properly authorized officers had executed the same. He expressed his satisfaction at the fact that the parties had themselves adjusted their difficulties and stated that Mr. Mackenzie King had rendered valuable assistance in bringing the parties together and aiding in adjusting the difficulties; that instructions had been issued to the men to resume work and that the men had welcomed with pleasure the establishment of the Boards and their having come to Fernie.

In view of the settlement thus reached the members did not deem it necessary to take the oath of office or to further proceed with the matters referred to them.

(Signed) W. MULOCK,
Chairman.

TEXT OF THE AGREEMENT.

The following is the full text of the agreement:—

It is hereby agreed:—

Between the Western Coal Operators' Association (consisting of The Pacific Coal Co., Limited, the H. W. McNeill Co., Limited, the Breckenridge and Lund Coal Co., Limited, the West Canadian Collieries, Limited, the Canadian-American Coal & Coke Co., Limited, the International Coal and Coke Co., Limited, and the Crow's Nest Pass Coal Co., Limited,, of the one part, and the employees of the said companies, as represented by the United Mine Workers of America, District No. 18, of the other part, that the agreements existing prior to April 1, 1907, respecting general provisions and scales of contract prices and wages, shall govern the parties hereto for the period of two years commencing April 1, 1907, and ending March 31, 1909, in so far as the same may not be modified or affected by the provisions of this agreement; it being understood and agreed that the parties thereto will meet in conference sixty days prior to the expiration of this agreement to discuss a renewal thereof. This agreement covers all the mines, coke ovens and outside plants operated by the companies and all persons accepting employment at these mines agree to be governed by the following rules and regulations:—

SETTLEMENT OF LOCAL AND GENERAL DISPUTES.

(*a*) In case any disputes or grievances arise under this agreement or any local agreement made in connection therewith, whether the dispute or grievance

is claimed to have arisen by the Company or any person or persons employed or by the men as a whole, then the parties shall endeavour to settle the matter as hereinafter provided. But before any grievances or disputes shall be submitted to the Pit Committee, the person or persons affected shall endeavour, by personal application to the Pit Boss, to settle the matter, and in the event of them agreeing, their decision shall be final.

(*b*) In case of any local dispute arising in any mine, and failure to agree between the Pit Boss and any employee, the Pit Committee and Mine Superintendent shall endeavour to settle the matter, and if they agree, their decision shall be final.

(*c*) In the event of the failure of the Pit Committee and the Mine Superintendent to settle any dispute so referred to them, as well as in the event of any other dispute arising, the matter in dispute shall be referred to the General Superintendent or General Manager of the Company and the Officers of District No. 18, U.M.W. of A., for settlement, and if they agree, their decision shall be final. Should they fail to agree, it shall be referred to a Joint Committee, said Committee to be made up of three operators appointed by the Western Coal Operators' Association, and three miners appointed by District No. 18, of the U.M.W. of A., for settlement. If they agree, their decision shall be binding upon both parties. A majority of the full Committee must vote in favour of any action before it can be declared carried. In the event of a failure to agree, the Committee shall endeavour to select an independent chairman, and failing to agree upon an independent chairman, the Minister of Labour shall be asked to appoint such chairman; the decision of the Committee thus constituted shall be binding upon both parties. The Joint Committee, when necessary, shall meet on the second Monday of each month.

(*d*) In the meantime, and in all cases while disputes are being investigated and settled, the miners, mine labourers and all other parties involved must continue to work pending investigation and until final decision has been reached, but where miner, mine labourer, or mine labourers, has or have been discharged by the Company, he or they shall not remain in the employ of the Company while his or their case is being investigated and settled. If a claim be made within five days where a man or men has or have been unjustly discharged, the case shall be dealt with according to this article, and if it is proven that he or they have been unjustly dealt with, he or they shall be re-instated. If claim is made for compensation for time lost, in cases where re-instatement has followed, it shall be left to the Joint Committee to decide what amount, if any, is to be paid.

(*e*) Any breach of this agreement by any of the parties hereto is not to void the said agreement, but same is to continue in full force and effect. It is not intended, however, by this subsection, to abridge the right of the men to suspend work after final settlement as herein provided, if any operator or operators refuse to be bound by any decision given against them under this article.

NEW WORK.

Whenever any new work arises, a price for which has not been provided for in this agreement, on the request of the Company or the miners, the joint committee of the Western Coal Operators' Association, and District Number 18 of the United Mine Workers' of America shall meet within thirty days after the said request and arrange a price. Meantime, and until such price has been arranged, all men shall be paid upon the day wages scale.

HOURS OF WORK.

It is understood that nothing herein shall be held to afford any ground against the enactment of legislation respecting hours of labour in the province of Alberta.

CONTRACT MINING RATES.

There shall be added a 5 per cent increase on contract mining rates at the following mines: No. 9, Coal Creek; No. 3, Michel, Lundbreck and Canmore. (See Schedule A.)

OUTSIDE LABOUR.

There shall be added an increase of twenty-five cents per day to all $2 rates, and an increase of 5 per cent to all rates of $2.50 and over. (See Schedule B.)

INSIDE LABOUR.

There shall be added an increase of 25 cents a day to drivers, tail rope riders and hoist men. (See Schedule C.)

At Bankhead, Canmore, Lundbreck and Lille there shall be added an increase of 5 per cent. to all other transportation men, and those connected with the handling of coal, this increase being given on account of the longer hours of work at those mines. (See Schedule D.)

SCHEDULE A.

Mining Rates.

Coal Creek, No. 9 Mine.

52½ cents per gross ton.

Michel, No. 3 Mine.

57¾ cents per gross ton.

Lundbreck Mine.

Main and counter gangways 63 cents per cubic yard.
Angle work, 57¾ cents per cubic yard.

Canmore Mine.

No. 1 Seam—
Breasts, $5.77½ per lineal yard.
Pillars, $6.50 per lineal yard.
Skips, 2.62½ per lineal yard.

No. 2 Seam—
Breasts, $1.05 per lineal yard for each foot in the thickness.
Pillars, $1.31¼ per lineal yard, for each foot in the thickness.
Skipps, 52½ cents per lineal yard for each foot in the thickness.

No. 3 Seam—
Breasts, $5.77½ per lineal yard.
Pillars, $6.30 per lineal yard.
Skips, $2.62½ per lineal yard.

No. 4 Seam—
Breast, $6.30 per lineal yard.
Pillars, $6.30 per lineal yard.
Skips, $3 15 per lineal yard.

SCHEDULE B.

	Per day.	Hours.
Bottom man	$2.62½	10
Slate picker boys	1.25	10
Slate picker men	2.25	10
Car oiler men	2.25	10
Car oiler boys	1.50	10
Tally boys	1.25	10
Teamsters	2.62½	10
Blacksmiths	3.67½	10
Blacksmith helpers	2.62½	10
Carpenters	3.67½	10
Carpenter helpers	2.62½	10
Power house engineers	3.67½	12
Power house engineers	3.15	8
Fan men	2.62½	12
Hoisting engineer	2.89	8
Tail rope engineers	3.36	8
Tail rope engineers	3.67½	10
Box car loader engineer	3.15	10
Tipple engineer	3.15	10
Locomotive engineer (outside)	3.15	10
Locomotive engineer, helper or switchman	2.75	10
Firemen	2.62½	8
Firemen	3.67½	12
Railway car handler (men)	2.36	10
Tipple dumper (man)	2.62½	10
Tipple dumper (boys)	1.50	10
Car repairers	3.15	10
Breaker engineer	3.15	10
Fan fireman	3.15	12
Lampman (Depending on number of lamps and skill of man)	$2.25 to 3.15	12
Lampman	2.25 to 2.62½	8
Machinist	3.15 to 3.67½	10
Machinist helper	2.62½	10
Ashman	2.25	10
Ashman	2.62½	12
Wiper (man)	2.62½	12
Coupler (man)	2.25	10
Coupler (boy)	1.50	10
Breaker oiler	2.62½	11
Washer or tipple oiler	2.62½	11
Breaker picker boss	2.62½	10
Timber framer (men)	3.15	10
Box car shovellers (men)	2.62½	10
Breaker platform boss	2.62½	10
Breaker platform men	2.36	10
Breaker screen men	2.25	10
Rock bank (men)	2.25	10
Dirt bank (men)	2.25	10
Finisher after box car loader	2.25	10
All other outside labour	2.25	10

BEE HIVE COKE OVENS.

Levelling and drawing (6½ ton charge)	$1.00
Levelling and drawing (5 ton charge)	0.80
Loading into box cars (over 200 tons per month)	0.17
Loading into box cars (less than 200 tons per month)	0.16
Steam locomotive engineer	3.15
Motormen	2.89
Larryman	2.25
Plasterers	2.25
Carters and cleaners	2.25
All other labourers (10 hours)	2.25

All charges to be large or small, at the discretion of the Coke Oven Superintendent.

BELGIAN COKE OVENS.

Ram engine man	$3.15
Charges	2.62½
Clavers	2.62½
Drawers	2.62½
Loaders	2.36

BRIQUETTE PLANT.

Engineer	$3.67½	12
Briquetter	3.78	12
Briquetter helper	3.15	12
Tar melter	2.62½	12
Labourer	2.62½	12

SCHEDULE C.

Drivers	$2.75	8
Drivers in wet places	3.00	8
Hoist men	$2.75 to 3.00	8
Rope riders	2.75	8
Main and tail rope riders	3.00	8

SCHEDULE D.

Couplers (men)	$2.62½	8
Couplers (boys)	1.57½	8
Pushers	2.62½	8
Loaders	2.62½	8
Buckers	2.62½	8
Locomotive engineers or motormen	2.89	8
Loco. switchers or motormen helpers	2.62½	8
Cagers	2.62½	8
Cager in shaft	3.00	8

The schedule rates under this agreement are to be the minimum rates paid, but nothing in this agreement shall be construed to prevent the Companies from paying higher rates should they so desire.

It is also understood that where higher rates have prevailed no reduction shall take place.

In witness whereof, the parties hereto have hereunto set the hands of their proper officers, this fourth day of May, 1907.

THE WESTERN COAL OPERATORS' ASSOCIATION,
(Sgd.) G. G. S. Lindsey,
President.
Lewis Stockett,
Vice-President.
O. E. S. Whiteside,
Asst. Secretary.

THE PACIFIC COAL CO., LIMITED,
(Sgd.) Lewis Stockett,
General Manager.

THE H. W. McNEILL COAL CO., LIMITED,
(Sgd.) W. F. McNeill.
Vice-President.

THE BRECKENRIDGE AND LUND COAL CO., LIMITED,
(Sgd.) John Breckenridge,
President.

THE WEST CANADIAN COLLIERIES, LIMITED,
(Sgd.) O. E. S. Whiteside,
General Manager.

THE CANADIAN AMERICAN COAL & COKE CO., LIMITED,
(Sgd.) S. M. Moore,
General Manager.

THE INTERNATIONAL COAL AND COKE CO., LIMITED,
(Sgd.) H. N. Galer,
Vice-President.

THE CROW'S NEST PASS COAL CO., LIMITED,
(Sgd.) G. G. S. Lindsey,
General Manager.

THE UNITED MINE WORKERS OF AMERICA, DISTRICT 18,
(Sgd.) F. H. Sherman,
President.
John R. Galvin,
J. A. McDonald,
Secretary.
Peter Patterson,
Intern'l Board Member.

Witness:—As to all signatures other than that of the President of the Breckenridge and Lund Coal Co., Limited.
(Signed) W. L. Mackenzie King.

Witness:—As to signature of the President of the Breckenridge and Lund Coal Co., Limited.
(Signed) Lewis Stockett.

MINISTER NAMES CHAIRMAN OF DISPUTE COMMITTEE.

On September 9, the Minister of Labour received a communication stating that the joint committee of Western Coal Operators' Association and the employees of the Association had failed to agree on certain questions and the minister was requested to appoint a chairman of the said committee, as provided by clause *c* of the agreement. That portion of the agreement in question relates to the settlement of disputes or grievances arising under the agreement or under any local agreement made in connection therewith, and provides that:—

> 'In case of any local dispute arising in any mine, and failure to agree, between the Pit Boss and any employee, the Pit Committee and Mine Superintendent shall endeavour to settle the matter, and if they agree, their decision shall be final.'

Clause (*c*) of the agreement under which the Minister was requested to name the chairman of a joint committee is as follows:—

> (*c*) In the event of the failure of the Pit Committee and the Mine Superintendent to settle any dispute so referred to them, as well as in the event of any other dispute arising, the matter in dispute shall be referred to the General Superintendent or General Manager of the Company and the Officers of District No. 18, U.M.W. of A., for settlement, and if they agree their decision shall be final. Should they fail to agree, it shall be referred to a Joint Committee, said Committee to be made up of three operators appointed by the Western Coal Operators Association and three miners appointed by District No. 18, of the U.M.W. of A., for settlement. If they agree their decision shall be binding upon both parties. A majority of the full Committee must vote in favour of any action before it can be declared carried. In the event of failure to agree, the Committee shall endeavour to select an independent chairman, and failing to agree upon an independent chairman, the Minister of Labour shall be asked to appoint such chairman; the decision of the Committee thus constituted shall be binding upon both parties. The Joint Committee, when necessary, shall meet on the second Monday of each month.

The Minister, on September 18, appointed Rev. Hugh R. Grant of Fernie, chairman of the joint committee.

IV.—APPLICATION FROM MACHINISTS IN EMPLOY OF GRAND TRUNK RAILWAY COMPANY OF CANADA—AGREEMENT CONCLUDED—LETTERS EXCHANGED BETWEEN CHAIRMAN OF BOARD AND MINISTER OF LABOUR.

On April 20 the Department received an application for the establishment of a Board of Conciliation and Investigation under the Industrial Disputes Investigation Act, 1907, from certain machinists in the employ of the Grand Trunk Railway Company at Montreal, Turcot, Ottawa, Toronto and Stratford.

The application was accompanied by the statement and the statutory declaration necessary under the Act, and also by a statement in detail of the demands made on behalf of the machinists respecting 'the rules and rates of pay covering the service of machinists and machinists' apprentices on all lines operated by the Grand Trunk Railway system.'

The approximate number of men affected by the dispute was placed at 400.

The application being in due form, a Board was constituted by the appointment of Mr. Alex. H. Champion, Toronto, on the nomination of the machinists, and of Mr. Wallace Nesbitt, K.C., Toronto, on the nomination of the G.T.R. Company, and these gentlemen having been unable to agree on a third member and chairman of the Board, the Minister of Labour appointed Prof. Adam Shortt, of Queen's University, to the position. Subsequently, on May 8, Mr. Champion having resigned from the Board, Mr. J. G. O'Donoghue, Toronto, was appointed on the nomination of the employees. The Board met in Montreal on May 16, 17 and 18, and concluded its deliberations on the evening of the last named day by arriving at an agreement on all points comprised in the dispute, the agreement being accepted and signed by both parties to the dispute, and good for the period of one year from May 1, 1907. The formal report of the chairman of the Board to the Minister of Labour was dated May 20, so that the whole proceedings under the Act, from the receipt of the application by the Minister on April 20 to the receipt of the finding of the Board occupied precisely one month. The proceedings of the Board were closely followed by representatives of both parties to the dispute. Mr. C. M. Hayes, general manager of the G.T.R. Co., Mr. E. H. Fitzhugh, third vice-president of the G.T.R. Co., and Mr. W. D. Robb, superintendent of motive power, represented the interests of the employing Company, and Mr. Alex. H. Champion, vice-president of the International Association of Machinists, and Mr. W. T. J. Lee, counsel for the Association in Canada, watched the interests of the men. All the gentlemen named were present at each session of the Board.

The matters in dispute covered many typical features of industrial differences including rates of wages, hours of employment, including night and day work, overtime both as to hours and pay, classification of men, the number and status of apprentices, the promotion of helpers, improvers, &c., the reinstatement of men on strike or lockout, some of them for over two years, and the general recognition of the Union. Many representatives of the men appeared before the Board, but no formal evidence was recorded. As the investigation proceeded, concessions were made in turn on the

part of employers and employees, and a settlement was eventually reached that received the cordial approval of both parties.

REPORT OF BOARD AND TEXT OF AGREEMENT CONCLUDED.

The formal report of the Board was as follows:—

We, Prof. Adam Shortt, J. G. O'Donoghue and Wallace Nesbitt, members of the Board of Conciliation, appointed under the Industrial Disputes Investigation Act, 1907, in a dispute between the machinists in the employ of the Grand Trunk Railway Company, beg to report that we met on the 16th day of May, at the Board Room in the Grand Trunk head offices in the city of Montreal, and continued sitting during the 16th, 17th and 18th days of May, and heard the parties fully. The shop rules of the Grand Trunk, subject to modifications which have been agreed upon, and which rules are hereto annexed, were found by us to be fair and reasonable. The schedule of pay promulgated by the Grand Trunk, hereto annexed, was also discussed and considered, under all the circumstances, to be fair and reasonable. And we award that the same be the rules and rate of pay of governing the parties for the term of one year from the first of May, 1907.

(Signed) ADAM SHORTT, *Chairman.*
WALLACE NESBITT.
J. G. O'DONOGHUE.

We accept the above award.

(Signed on behalf of the machinists) F. FOSTER,
GEORGE BOAZ,
GEO. E. BANCROFT,
R. D. PEVERLEY,

The Grand Trunk Railway,
by CHAS. M. HAYS, 2nd V.P. and G.M.

GRAND TRUNK RAILWAY SYSTEM—SCHEDULE OF AGREEMENT.

REGULATIONS AND RULES TO BE OBSERVED BY ALL WORKMEN IN MOTIVE POWER AND CAR SHOPS.

Rule 1. Condition of engagement.

No workman will be permanently employed without a certificate as to character from his last employer, nor unless he has passed the medical examination required to admit him to the Insurance and Provident Society, of which Society he necessarily becomes a member on entering the service.

Rule 2. Entrance.

Workmen must enter and leave the works and shops at such places only as may be designated.

Rule 3. Time checks.

Every workman is required to receive from the timekeeper a check bearing his number each time that he enters the works, and to deposit the same each time he leaves. No one is allowed to deposit any check but his own.

Rule 4. Signals for commencing and quitting work.

The bell or whistle will be the signal to commence and quit work. All workmen must be in their places ready to start work when the signal sounds, and must not prepare to leave work until it sounds at quitting time.

The regular working hours for repair shop men will be as follows:—From 7 a.m. to 12 noon, and from 1 p.m. to 6 p.m., on Mondays, Tuesdays, Wednesdays, Thursdays and Fridays, and on Saturdays from 7 a.m. to 12 noon. Standard time.

When conditions render it necessary to change these hours due notice will be posted in timekeeper's office.

Rule 5. Late admittance.

In exceptional cases workmen may be admitted and allowed to commence work during the first five minutes after the signal has been given, but then only upon the production of a written order from the proper foreman; workmen failing to comply with this rule will only be allowed to commence work two hours after the regular time in the morning.

Rule 6. Overtime.

Overtime is allowed at the rate of time and a half from 6 p.m. to 6 a.m., and on Sundays; on Sunday or when the whole night is worked, an hour shall, without deduction, be allowed for meals.

This rule applies only to mechanics and their assistants, rated as such whether in or out of shops, who are ordinarily working on regular shifts of 10 hours, but overtime will not be allowed until a full day or night's work has been done.

Car repairers working in shops are classed as mechanics, but car examiners, oilers and cleaners, locomotive cleaners, engine turners, boiler washers, lighters-up, sweeps and watchmen, together with all labourers and others (except as stated above) working on 10 or 12 hour shifts, do not come under the operation of this rule as regards overtime, but are paid only for the actual hours worked.

In case of wrecks and auxiliary work, time will be paid to all men engaged, whether mechanics or not, in accordance with this rule, and if men on night duty are called out, their overtime rate will commence at 6 a.m.

If mechanics and assistants engaged in regular day work are called at night to perform work after the prevailing shop hours the minimum time allowed will be 2 hours up to midnight; if called after 12 midnight 3 hours will be the minimum allowance.

Should mechanics or assistants be sent from home, temporarily, to work at any other point, they shall be paid at their regular shop rate, and shall also receive straight time from the time called for service, and in addition an allowance for expenses, of $1 per day while away.

Rule 7. Apprentices.

All apprentices who are employed shall be indentured as per the Company's rules; and they shall be governed by the same rules as to overtime, &c., as mechanics.

Rule 8. Contract.

All employees will be required to do their work by contract when so desired by the Company. No workman accepting contract work shall employ or dismiss a man.

Rule 9. Holidays.

The following will be observed as holidays:—

In Canada.	In United States.
New Year's Day.	New Year's Day.
Good Friday.	Washington's Birthday.
Victoria Day.	Memorial Day.
Dominion Day.	Independence Day.
Labour Day.	Labour Day.
Thanksgiving Day.	Thanksgiving Day.
Christmas Day.	Christmas Day.

Overtime will be allowed for these days.

Rule 10. Promotion.

Employees through general good conduct, strict attention to, and faithful discharge of duty, and who show qualifications to assume increased responsibility, will be considered as in line for promotion.

Young men who have had some experience will be employed as improvers and after sufficient service, and showing necessary qualifications, may be made journeymen mechanics. Labourers and mechanic's assistants may also be promoted to machinemen or journeymen mechanics, after sufficient service and showing necessary qualifications, but not to the detriment of other employees who may be in the employ who are satisfactorily filling the position they are in. The foreman to be the judge.

Rule 11. Compliance with instructions.

All employees shall promptly obey all instructions from the person in direct charge. Grievances, real or imaginary, shall take the form of a complaint to be investigated and dealt with at the proper time, but it does not justify refusal to comply with instructions. Grievances may be presented to the immediate superior officer in charge, and not being satisfactorily adjusted, the employee may select another employee from the same department, to attend a further investigation and speak for him, if he so desires.

Rule 12. Reduction in expenses.

When a reduction of expenses is necessary, a reduction in the number of working hours will be made preferably, if the interests of the Company will permit, or staff reduced as may be considered in the best interests of the Company.

Rule 13. Service papers.

Service papers will be given to employees leaving the service on application being made for same.

Rule 14. Caution against entering other shops.

No workman is allowed to enter a shop in which he is not usually employed, except by order of his foreman.

Rule 15. Private tools.

Every workman must provide himself with the usual tools of his trade.

Rule 16. Person Shop Tools.

Every workman is required to see that the tools supplied for his regular use bear the initials of the Company, and his own private mark. He will be held responsible for all deficiencies, and also for any tools of other workmen found in his possession. Borrowing and lending must be avoided.

When necessary, foremen will replace worn-out tools or supply additional tools on application.

Tools must not be made or repaired without the sanction of the proper foreman.

Rule 17. General Shop Tools.

Taps, dies, reamers, gauges, templates, cutters or special tools may be obtained from those in charge of them, but must be returned at the end of each day, or sooner if done with. Men using these tools are held responsible for their loss or for defects not pointed out at the time they receive them.

Rule 18. Locks and keys.

Locks and keys, when supplied by the Company, for boxes, drawers, or cupboards, must be kept in order, and lost keys must be replaced by or at the expense of those losing them.

Rule 19. Imperfections in material.

Imperfections discovered in material being worked up must be promptly reported to the proper foreman.

Rule 21. Collection of old material.

Scrap brass and copper must be collected daily and deposited in the place appointed for its reception, under the instructions of the proper foreman.

Rule 22. Use of lubricants.

Only special lubricants supplied to the shop for use on machines shall be so used and no oil shall be used unless special instructions to do so are given. The use of oil for washing hands is strictly prohibited.

Rule 23. Use of drawings and templates.

No new work shall be done without a drawing or template, and all repairs must be made in conformity with existing standards, unless changes are authorized.

Rule 24. Time keeping.

Workmen must, when requested, furnish timekeepers with full particulars respecting the work on which they are engaged.

Rule 25. Smoking prohibited.

Smoking on the Company's premises is strictly prohibited. All workmen using open fires, hearths, candles, gas or other artificial light, must see that they are extinguished before quitting work, when all blast must be shut off and dampers closed.

Rule 26. Inflammable material.

Oily waste, paint scrapings, and such like inflammable material will be burnt daily, and must either be placed in the iron box provided for the purpose or left in a conspicuous place where they may be seen by the man appointed to collect it. Oily waste and paint scrapings must on no pretence whatever be left under benches, or in wooden boxes, lockers, drawers or cupboards. Workmen's overalls must not be rolled up, but hung loosely when not in use.

Rule 27. Intoxicating liquors prohibited.

The use of intoxicating liquors on the Company's premises is strictly prohibited.

Rule 28. Damage to machines.

Any workman injuring a machine or other article through carelessness or neglect will be required to pay the amount of damage.

Rule 29. Passes.

No workman will be allowed to leave during working hours without a pass signed by his foreman, neither will any one be permitted to take out material, tools, &c., unless on special order. All passes must be left with the gate-keeper, or time-keeper.

Rule 30. Absence from work.

Workmen absenting themselves without permission must send promptly a note of explanation to their foreman. Men connected with the working of trains, or in running sheds, must ask permission before absenting themselves, or if ill, notify the foreman at once.

Rule 31. Admission of strangers.

Strangers are only to be admitted within the works on a pass signed by either the Superintendent of Motive Power, Superintendent of Car Department, Master Mechanic, or Master Car Builder in charge.

It is the duty of watchmen to respectfully inquire of strangers if they are supplied with the necessary pass.

Rule 32. Watchmen.

No watchman shall leave duty until relieved by his successor.

Rule 33. Leaving the service.

Any workman may leave or be required to leave the Company's service on a day's notice, and will only be paid after he has delivered up to his foreman such of the Company's tools, or other property as may be in his possession, and then only for the time worked. The amount reserved to make good for any loss or deficiency will be retained out of the money due him.

Rule 34. Foreman must see that the rules are enforced.

The foreman in each department will be held responsible for the strict enforcement of these rules.

Rule 35. Breach of discipline.

Violation or infraction of any of these rules subjects the offender to immediate dismissal or suspension.

Rule 36. Levies and fees for Insurance and Provident Society.

All levies and fees in connection with the Insurance and Provident Society, and all fines inflicted for breach of rules 16 to 25 inclusive, are deducted from the wages due.

Rule 37. Subscription lists prohibited.

As the Insurance and Provident Society makes due provision for workmen in the case of sickness or deaths, subscription lists must not be circulated.

Rule 38. Meetings.

No meetings of any kind shall be held within the shops or on the Company's premises without proper permission.

Any employee formerly in the service of the Grand Trunk Railway Co., shall be re-employed as soon as possible, provided said employee shall apply for same within 60 days. Any refusal of employment believed to be based upon personal prejudice merely or other insufficient reason may be appealed to Mr. W. D. Robb, or E. H. Fitzhugh for their final determination.

Any employees leaving the service shall receive their wages at the earliest possible moment.

COMPANY'S APPRENTICE FORM AS AMENDED.

Sec. 2.

(*b*) That the said minor will not during the said term join or become a member of any fire company, except such fire companies as he may be requested by the Company in writing to join, nor any society which claims or attempts to control his action or his labour in any way in contravention of the terms of this indenture.

SESSIONAL PAPER No. 36

GRAND TRUNK RAILWAY SYSTEM.

Motive Power Department.

COMPARATIVE STATEMENT OF MINIMUM AND MAXIMUM PRESENT AND PROPOSED RATES OF MACHINISTS, MACHINEMEN AND APPRENTICES.

(Lines in Canada.)

Occupation.	Shop and Round Houses.	Present.		Proposed.	
		Minimum.	Maximum.	Minimum.	Maximum.
	Shops:				
Machinists	*Montreal	·13	·25	·17	·26
"	Ottawa	·17	·25	·13	·26
"	Toronto	·18	·25	·19	·27
"	Stratford	·16	·27	·20	·28
	Round Houses:				
"	Eastern 2 to 7th dists	·10	·25	·12	·27
"	*Ottawa 30 to 32nd dists	·17	·25	·19	·26
"	*Northern 8 to 14th dists	·15	·25	·16	·25
"	Middle 15, 16, 20 to 24th dists	·16	·23	·16	·25
"	Middle & Southern 17 to 19th dists.	·18	·24	·20	·25
	Shops:				
Machinemen	*Montreal	·11	·19	·12	·20
"	Toronto		·16		·17
"	Stratford	·15	·16	·16	·17

		Present.	Proposed.
Apprentices	1st year	·05	·06
"	2nd "	·06	·10
"	3rd "	·07	·12
"	4th "	·08	·15
"	5th "	·12.5	·17

*Proposed rates for Machinists and Machinemen not yet put into effect at Montreal, Toronto and Ottawa.

LETTERS FROM CHAIRMAN OF BOARD.

The following letter was received by the Minister of Labour from Prof. Shortt, discussing the proceeedings of the Board and commenting informally on the outcome of the same, viz.:—

Kingston, Ont., May 31, 1907.

Hon. Rodolphe Lemieux,
Minister of Labour, Ottawa.

Dear Sir:—

Having sent in my formal report on the settlement of the dispute between the G.T.R., and its machinists, I thought you might be interested in a moderate amount of informal information as to the nature of the case and the working of the new law with which your name is naturally so closely connected. The matter in dispute covered almost every typical feature of the labour problem, such as rates o fwages, hours of employment including night and day work, overtime both as to hours and pay, classification of the men, the number and status of apprentices, the promotion of helpers, improvers, &c., the reinstatement of men on strike or lockout, some of them for over two years, and the general recognition of the

unions. The interest manifested by the G.T.R., was sufficiently evidenced by the fact that Mr. Hays, Mr. Fitzhugh and Mr. Robb attended throughout the entire sittings of the Board, being specially interested, as Mr. Hays said at the close of the case, in the working of the new law. The men were also well represented from the ranks, the officers of the Union and by counsel.

After opening up the case in a general manner it was thought that if representatives of both sides could get together by themselves, many minor matters, in so large a field, might be disposed of and facilitate proceedings before the whole Board. I considered this the more likely as the officials of the Railway, in making reply to the application for a Board, declared that the dispute might have been settled if the men had not been so impatient. However, after half a day's conference it was found that no progress had been made, hence every point at issue had to be taken up by the Board.

I appear to have been fortunate enough to secure the confidence of both parties to the dispute, and my colleagues, though nominated by the opposite interests, exhibited a spirit of perfect fairness in every respect. Throughout the proceedings no attempt was made to settle differences on the easy but demoralizing principle of 'splitting the difference,' but every attention was given to deciding every matter on its merits. This appeared to greatly develop mutual confidence and matters became easier the further we advanced, until it was evident that a final settlement was merely a question of patiently covering the whole field. The admirable tact and evident fairness of Mr. Hays, on the side of the Grand Trunk, and the fine spirit shown by Mr. Lee, counsel for the machinists, were conspicuous in propagating mutual confidence and bringing their respective forces into a spirit of accommodation. By Saturday evening practically everything had been disposed of but the readjustment of the minimum rates of wages. After considerable discussion, chiefly as to how the advances proposed by the Grand Trunk Railway would apply to individuals, the men, on the advice of Messrs. O'Donoghue and Lee, agreed to accept the offers of the Railway and everything was settled. Mutual concessions were then in order, and it seemed difficult to determine which party was the better satisfied with the character of the proceedings and the efficiency of the new law, which all recognized to have been on trial, and which all parties admitted to have proved entirely successful. An important and complex labour dispute, involving feuds of more than two years standing and not improving with age, had been settled to the satisfaction of both parties, without the loss of a day's work to the men, or a dollar to the Company, and above all, without disturbance to the public service.

Thus was every object of the Lemieux Act secured.

Yours very sincerely,

ADAM SHORTT.

THE MINISTER'S REPLY.

OTTAWA May 22, 1907.

My dear Professor Shortt:—

I have to acknowledge your communication of May 20th, inclosing a copy of the formal report and award of the Board of Conciliation and Investigation established under the Industrial Disputes Investigation Act, 1907, in connection with the above-named dispute, and inclosing copies and originals of various documents referred to in the report and annexed to the same. I note you have enumerated also the various sessions of the Board and that all the members of the Board were present at each regular session of the same, and further, that the accounts in connection with the Board will be forwarded with vouchers in due course.

I have received also your second letter of May 21, commenting upon the working of the Board and outlining your method of procedure and the attitude of the respective parties to the dispute.

I have carefully followed the proceedings of the Board, and have read the agreement arrived at with particular interest. It is the first real test of the working of the Industrial Disputes Investigation Act, 1907, and I think it affords an excellent illustration of what may be accomplished by it in the settlement of industrial disputes when the parties to the dispute are disposed to be reasonable and moderate to their respective attitudes.

The application for the appointment of a Board in this dispute was received on April 20. Your own report accompanying the agreement arrived at, bears date of May 20, so that exactly one month had passed from the inception of the Board to the termination of its labours. This, I think, is the best possible evidence of the zeal, tact, and skill with which the proceedings in connection with the Board were conducted, and I have to congratulate you most sincerely on the excellent results achieved within so short a time. The fact that the award was accepted by both parties, and made binding for a period of one year, will be a further example of the efficacy of the Act when rightly used. The whole conduct of the Board together with its finding, and the unqualified acceptance of the same by both parties will, I am convinced, mark a distinct advance in the settlement of industrial disputes in this country and will be an illuminating example of procedure in all applications of the Act. I am aware that no small portion of the success achieved in this matter is due to your own chairmanship of the Board, and I congratulate myself on having been able to secure your services for the same, and again thank you for your ready acceptance of this difficult duty.

Believe me, my dear Professor Shortt,

Yours very sincerely,

RODOLPHE LEMIEUX,
Minister of Labour.

Professor ADAM SHORTT,

Chairman of the Board of Conciliation and Investigation in the matter of the Grand Trunk Railway Company and certain machinists in the employment of the Company, Queen's University, Kingston, Ont.

V.—APPLICATION FROM EMPLOYEES OF CUMBERLAND RAILWAY AND COAL COMPANY, SPRINGHILL, N.S.—BOARD ESTABLISHED—FINDINGS OF BOARD NOT UNANIMOUS—MINORITY REPORT PRESENTED—EVENTUAL RETURN OF MEN TO WORK ON RECOMMENDATIONS OF BOARD.

On May 8, the Minister of Labour received an application for the appointment of a Board of Conciliation and Investigation from Pioneer Lodge No. 1, Provincial Workmen's Association, representing the employees of the Cumberland Railway and Coal Company, Limited. The application set forth that two subjects of dispute existed between the said workmen and the company, and that the number of persons likely to be affected was seventeen hundred.

The subjects of dispute were declared to be as follows:—

1st. Three sets of men, a set comprising two men, each set working on opposite shifts to the other, were ordered to make a crossing through an abandoned and fallen in counter level, which work may be contracted for by an agreement of employer and employee. In this case of No. 14 chute in No. 3 mine, there was no contract made, but the men were ordered by the Underground Manager to 'go on with the work and do the best they could, the place had to be crossed and they might as well do it as any one.' The men understood that they were to continue and finish this piece of work for not less than at the usual rate of wage, viz.:— $2 per day, plus 22 per cent. The work was very difficult, exceedingly dangerous and entailed an unusual amount of unusual labour, and took the three sets of men ten days to make the crossing. The men were paid for such at the rate of $1.01⅓ per day, plus 22 per cent, whereas the claim is now made in their behalf for the minimum rate of $2 per day, plus 22 per cent.

2nd. The nature and cause of the second dispute pending between the said parties, is the matter of the question of 'local stone.' In former years it has been the custom in this colliery, to pay the workmen for all stone occurring in coal in pillar work in thicknesses of four inches and upwards. This 'local stone' is now appearing in pillars on the 2,600 level of No. 3 mine, and where the same is of a thickness of four inches and over, the claim is made and has been made on behalf of the workmen, for payment or allowance for such stone where it exists in pillar work in thicknesses of four inches and over.

On May 12, the Department of Labour received the statement of the Cumberland Railway and Coal Company in reply to the statement set forth in connection with the application. The Company took exception generally to the statement of the men relating to the disputes, and submitted that in view of the 'large increases recently granted,' the men ought not to be granted any increase. Schedules of wages paid now and formerly were submitted in some detail, and it alleged that the men had been advised that 'the company for the last fifteen months had carried on its operations at a very heavy loss,' and that the company was prepared to establish this before the Board.

The Minister of Labour appointed Messrs. R. B. Murray and P. S. Archibald to the Board, on the nomination of the employees and employers respectively, and these two gentlemen agreed in nominating the Honourable Mr. Justice Graham, of the Supreme Court of Nova Scotia, for third member and chairman of the Board. Mr.

Justice Graham accepted the nomination. and was duly appointed by the Minister of Labour. The Board met on May 23, at Springhill, N.S., and proceeded with the investigation of the disputes. Several representatives of the employing Company were in attendance, including the general manager, Mr. J. K. Cowans, and the solicitor for the company, Mr. Hector McInnes. In the men's interests were present several representatives of Pioneer Lodge No. 1, P.W.A., and Grand Secretary Moffat, Grand Sub-secretary Moss and Grand Past Master D. Blue, of the P.W.A. Evidence was presented in behalf of the claims of the men. As an objection was raised to the presence of lawyers, counsel was not heard on either side. The Board sat again at Springhill on May 24. On request of a representative of Pioneer Lodge, P.W.A., the representatives of the Company in the dispute were designated, D. Stewart, assistant general manager; Mr. Hargraves, mine manager, and W. D. Matthews, assistant mine manager, being chosen. Subsequent sessions of the Board were held at Thurso and Halifax.

INTERPRETATION OF CLAUSE IN ACT

During the progress of the investigation, an appeal was made to the Minister of Labour to interpret a section of the Act that bore on the second point in the dispute, and the following telegrams were exchanged, viz.:—

SPRINGHILL MINES, May 25.

HON. RODOLPHE LEMIEUX,
Minister of Labour, Ottawa, Ont.

Re application for investigation between Pioneer Lodge and Cumberland Railway and Coal Company. Lodge wishes an interpretation of section 21 of Act. Some of the Board maintain that only six men are affected by case that is the counter level case, therefore, Board has no jurisdiction. Lodge claims that application having been brought by a Trade Union under the Act, in default of a reference of the case seventeen hundred men would be affected, therefore, section does not apply. An early reply respectfully asked.

WILLIAM WATKINS,
Secy. Pioneer Lodge No. 1 P.W.A.

The Minister replied in the following terms:—

OTTAWA, May 27, 1907.

WILLIAM WATKINS,
Secretary, Pioneer Lodge No. 1, P.W.A.,
Springhill Mines, N.S.

My understanding of the intention of section 21 of Industrial Disputes Investigation Act is that if the number of employees directly or indirectly affected by a dispute is ten or more, the dispute may be referred to a Board, though the persons to whom it may directly relate are fewer in number than ten. If the failure to effect a settlement in regard to a matter affecting directly only six men is likely to result in ten or more being either immediately or subsequently affected, the reference of such a dispute would, in my opinion, come very properly within the provisions of the Act.

(Signed) RODOLPHE LEMIEUX,
Minister of Labour.

The Board reported to the Minister under date of July 5, the report being accompanied by a minority report from Mr. R. B. Murray, the member of the Board recommended by the men. The report of the Board found in favour of the men on the first

of the two subjects of dispute as set forth above, and against the men on the second, that, namely, relating to local stone in pillars.

Copies of the report of the Board and of the minority report were duly forwarded by the Department to the parties to the dispute, and a letter was received on behalf of the employees concerned under date of July 18, stating that they declined to accept the finding of the Board in the case of 'stone in pillars.' Subsequently the Department was informed that at a meeting of Pioneer Lodge No. 1, P.W.A. the men had passed a resolution declaring themselves free to strike after August 1, as a result of their non-acceptance of the findings of the Board, with respect to 'stone in pillars.'

The strike foreshadowed in the resolution above mentioned was duly declared, and lasted from August 1 to October 31. During the month of October, as a result of efforts on the part of many public men of Nova Scotia, a conference took place between certain representatives of the employees and the Honourable Mr. Justice Graham, at which conference Judge Graham made certain verbal statements with a view to assisting the men to an interpretation of the report and recommendations signed by the majority of the Board. Subsequently a written memorandum to the same intent dated October 15, was addressed to the men by Judge Graham, a copy of which was received in the Department on October 21. On October 24, a further memorandum from Judge Graham on the subject was received in the Department, copies of which were forwarded from the Department to the respective parties to the dispute. After various inquiries of the Department with regard to the possible reference to a Board of Conciliation and Investigation of matters remaining in dispute between the Company and its employees, the men resumed work on October 31 on the terms recommended in the report of the board.

The finding of the Board together with the minority report of Mr. R. B. Murray and the covering letter of the chairman of the Board were as follows:—

CHAIRMAN'S COVERING LETTER.

HALIFAX, July 5, 1907.

Sir,—

I now have the honour to forward the report of the majority of the Board of Conciliation and Investigation, appointed in the matter of the Cumberland Railway and Coal Company and its employees. Mr. Murray, the member of the Board nominated by the employees, is forwarding a minority report.

I very much regret that there should have been a difference of opinion on the Board.

I have the honour to be,
Your obedient servant,
(Sgd.) WALLACE GRAHAM.

The Honourable RODOIPHE LEMIEUX,
Minister of Labour,
Ottawa.

FINDING OF THE BOARD.

In the matter of the Industrial Disputes Investigation Act, and of the Cumberland Railway and Coal Company, Limited, (Employer), and certain employees of the said Cumberland Railway and Coal Company, Limited, (Employees).

Report of Board of Conciliation and Investiation in the above matter.

The Board composed of R. B. Murray, and Peter S. Archibald, Esquires, and Mr. Justice Graham, Chairman, pursuant to notice given by the Chairman to the

parties interested, met on the 23rd day of May, 1907, at ten o'clock, at a Public Hall in Springhill, the locality of the dispute between the above parties, and having taken the proper oath of office, proceeded with the Reference.

The Chairman spent an hour endeavouring to ascertain if the dispute could not be arranged without an investigation, discussing the matter with the respesentatives of the employees; also with the solicitor of the Company.

The Representatives of the Employees had not been entrusted by the Pioneer Lodge No. 1, of which the employees are members, with power to arrange the dispute, and were only prepared to proceed with an investigation by witnesses.

After opening proceedings, formal announcement was made that if the parties could settle their dispute without formal investigation, that course would be open at any time, and Section 22 of the Act was explained. The attention of the parties was called to Section 62 of the Act, enabling them to arbitrate the dispute before the Board, but the offer was not accepted.

The Employees were represented by three employees who conducted the case very well, and evidently with careful brief of the evidence of each witness. The Company was also represented by three laymen, members of the staff.

The Chairman regrets that in a case of disputed fact there was little cross-examination, practically none on the part of the Company, and therefore, possibly, all the facts are not before the Board. The employees had no solicitor, and they objected under the Act to the Company's solicitor taking part.

The Board sat until after 6 o'clock p.m., saving a short intermission at noon, and of an hour in the afternoon to suit convenience of witnesses. It also sat from ten o'clock of the 24th until after four in the afternoon, with the usual intermission at noon. Twelve witnesses were examined for the Employees and five for the Company. The Board then adjourned to meet at Truro, to consider the case and make a report.

The Board met at Truro on the 29th May, and sat from 10 o'clock a.m. to 2 o'clock p.m., with an hour's intermission at noon, and finding it necessary to take further evidence, met at Springhill on the 3rd July, taking evidence on that day from ten o'clock to five o'clock p.m., with an intermission at noon; and on the 4th July from 9 o'clock a.m., deliberating and preparing a report.

The two matters in dispute are disclosed in the application or complaint of the Employees, and the statement in reply on the part of the Company, forwarded by the Department of Labour and returned herewith, and in the evidence, but it is proposed to deal with them more specifically.

1. In respect to the claim for additional compensation for the work of six men in chute 14 in the 2,600 feet level crossing through an abandoned and fallen-in counter level, it has been proved that the work was difficult and dangerous, involving loss of time in avoiding falling stones; also, that it was of larger area than usual and required more propping up.

It was exceptional, and the amount allowed by Mr. McSaveny, the under ground manager, was not sufficient. The Board recommends that it be increased by an additional allowance of seventy-two $^{6}/_{100}$ dollars. Possibly this total will exceed what the work would have cost if there had been a special contract. The men, perhaps, acted as if they were to be remunerated by the time it took, and the management were acting on the theory that it was to be remunerated for by measurement and an additional allowance, and they probably supervised accordingly. This is not to be treated as a precedent for the mode of making up compensation for such work.

It was really a matter for a special contract, the case being exceptional, as the men prove. As to the dispute, it is probable that Hargreaves and McSaveny were right (they certainly were legally right) in taking off the job they were at Hall and Heron (unless a mistake was made in identity) on the complaint of Morris, made both to Hargreaves and McSaveny; also, that the former two were responsible for the slow progress of the work, and probably the Committee erred in requiring

them to be reinstated. Of course, the committee may have taken more time to investigate the complaint than Hargreaves or McSaveny reasonably could be expected to take. McSaveny swears that 'it took two men four hours to carry up five pieces of timber a distance of 90 feet,' and he more than once complained to the men of the work.

Then, probably, Hargreaves, in re-instating the men at the instance of the committee, but warning them that they would have no 'make up,' (that is no special rate) erred in judgment. But he may have thought it wiser to yield to that extent. And the men and the Committee, when warned that they would be going on with the work without any 'make up,' probably erred in expecting that they had the right to go on with the work, even of crossing the counter level, as if there had been a special contract, or that they were to be paid by the day. But the committee now comes forward (at least, Mr. Hodge does) and says that they understood Mr. Hargreaves' warning only to extend to the work on the counter level. So they understood it. But the fact is, both sides ought to have sought to have made a special contract instead of each proceeding at his will.

In the end Mr. McSaveny allowed them the rate for stonehead, $1 per foot, and added fifty per cent for the exceptional character of the work, but probably he did not add enough for this exceptional work.

Objection was raised that less than ten employees were interested in this claim for compensation for the six men. But the dispute seems to be larger than the question of the compensation. Whether it comes under the Act or not, no doubt the Company will accept the recommendation of the Board.

To sum up, the six men ought to be paid the sum hereinbefore indicated, and it is so recommended.

LOCAL STONE.

On the 19th day of August, 1890, an agreement was made by one H. Swift, representing the Cumberland Railway and Coal Company, Limited, and by one A. D. Ferguson, representing the Employees, members of the Pioneer Lodge, by which it was agreed among other things as follows:—

'It is agreed that in close places the price for all stone will be at the rate of five cents per inch.' This item of the agreement does not present any controversy. But this one does: 'It is agreed in the matter of pillar stone, that when and as long as stone exceeds four inches in one, two and two, or three and one plies, it will be paid for at the rate of four cents per inch. This to be put on the box price.' It is clear that there are difficulties about making up the compensation if not in measuring the stone. Mr. Mathews has illustrated the difficulties by diagrams which he explained and showed how disputes would arise in this mode of computing the allowance for stone.

It appears that after this system of making up the compensation for stone had been tried for some time, it was abandoned owing to the difficulties mentioned, but the principle of the agreement itself was not abandoned. Instead of making up by measurement by inches the compensation to be allowed for stone, and adding that to the price per box for mining the coal, there was adopted what may be called a flat rate, namely, an allowance of two cents per box for handling the stone. Eight inches of stone was taken as the average width of the stratum and in pillar work, that quantity at the rate of four cents would amount to two cents a box. The calculation is given in the evidence of Mathews, and is not disputed. Two cents was added to the usual price per box. Mathews has sworn to that arrangement being made with a committee, and it is not denied. That system has continued for years, and in pillar work the stone was not measured.

It has its disadvantages also. If the stone was exactly uniform, or if mining could be carried on so that every employee had to handle a proportionate amount of the stone, no doubt all would be satisfied. There is another difficulty; the rate

per box for mining the coal (irrespective of this question of stone) sometimes varies. The employees, owing to the thickness of the seam, may make better wages, and then the management may cut down the rate. If it is the other way, or if the coal becomes harder to mine, the employees may demand a higher rate. In consequence of this variance there is likely to be confusion on the part of the employees as to whether the two cents per box for stone is really included in the prevailing rate per box.

So far as can be discovered in the past, the two cents has been added to or included in the price.

When the employees won this agreement, only after a great strike, it can hardly be imagined that they have handled the stone without compensation. They are very properly too watchful of their rights for that to happen. That there was stone met with appears from the evidence, particularly that of Mathews, and from the Schedules from the Company's books.

The Schedules 1 to 7, inclusive, from the books of the Company annexed to the evidence of Wm. D. Mathew show that in close or narrow work (which amounts to from 20 per cent to 25 per cent of the whole seam) stone has been extracted at different periods by the men between 1891 and the present time. Also, that it has been extracted in different parts of the mine, as shown in the Schedules, namely:—

800 and 1,300 ft. levels East and West No. 3 slope, 1891-1900 ft. level, East and West, No. 1 Slope, different months in 1892 and 1893.

1,300 ft. and 1,900 ft. level East and West, No. 3 slope, months in 1892 and 1893.

800 and 1,300 ft. lifts, East and West, No. 3 slope, 1893 Nos. 1 and 2 balance west 1,900 ft. level. No. 3 slope, 2,600 ft. level, No. 3 slope, different months in 1904, 800 and 1,300 ft. lifts No. 3 slope, throughout 1894. 2,600 ft. level top seam, east No. 3 slope, throughout 1904.

3,200 ft. level East, under seam, throughout 1904.

2,400 ft. level west seam No. 2 slope, certain months in 1901, also in December, 1900.

The stone in close work is measured and paid for by the inch. Thus a record of it is kept.

Mathews in his evidence says:—

'From plans and books the position of the men can be located, so that from the measurements made of local stone in narrow work, it can be ascertained what the thickness of the stone was in the pillar work.

Later he says:—

'Q. Wherever in these Schedules there is an allowance for stone in close work, the same area of stone would be shown in the pillars adjoining, of corresponding thickness?

A. Yes.

Q. So that given a place on the plan where there was a certain measurement allowed of stone in close work, you can tell what stone should be allowed for in any pillar work adjoining?

A. Yes, sir. Sometimes, of course, the measurements vary.

Q. So that you have given in your schedules here—I find 4 inches to 6 inches of stone—finding those in your schedules, you get those from the measurements that were made of the stone in close work?

A. Yes.

Q. We can depend on those as being derived from stone in close work?

A. Yes.'

Schedules A, B, C and D, and subsequent schedules in Exhibit 32, tend to show that large quantities of stone were extracted in pillar work, giving the thickness of the stone and the rate of wages earned by different men who did the work.

It is further proved in the evidence that during this period no stone in pillars was measured and paid for in that way.

The inference is very strong, almost irresistible, that the men were being remunerated for the extracting of stone in pillar work by the flat rate of two cents per box, after that arrangement was made. Either that is so, or they were not being remunerated at all, which seems out of the question.

The two cents was always present, but the rate per box for mining the coal may have varied.

The demand proved by Mr. Moffat to have been made by a Committee in April, 1904, and minuted as follows:—

'Stone in pillars to be paid for AS FORMERLY, four cents per inch, may mean that the employees at that time thought they were not receiving due allowance according to the agreement, or that they were seeking to return to the measurement of stone in pillars by inches and ascertaining the compensation in that way, rather than by taking the average of eight inches and allowing two cents a box. But, whatever it meant, the evidence does not show that the rate of two cents included was ever departed from. And it appears to have been acquiesced in afterwards. This is to be inferred also from the book of rates compiled by Mr. Moffatt. See page 5 relating to the Company. While he gives a special rate for stone in close work, he gives none by measurement for stone in pillar work, showing that this rate of 29 to 43 cents per box includes the allowance of two cents per box for stone. No one knew better than Mr. Moffatt about the agreement of 19th August, 1890, as to the allowance for stone in pillars. But in compiling his work, he appears to have taken it for granted that this item had become merged in the rate for mining which he gave.

The statement of Mr. Hargreaves, which is relied on to account for there being no entries in the Company's books of payment of stone by measurement, namely, that the men had contracts, really supports the view that the RATE for mining the coal included an allowance for stone. When the rate was fixed, as it was by arrangement, with the men, the two cents per box was taken for granted.

He says:—

'Q. Did you ignore altogether this agreement? (i.e., the agreement of August 19th, 1890.)

A. There was no agreement mentioned in the 1300 chutes—the chutes were taken by contract, and each set of men that took the contract appointed their own men.

Q. Was the whole of it in contract?

A. A good deal.

The Company, in its reply to the claim, in respect to local stone, set up a second answer additional to that just dealt with, viz.: That there was a special agreement which would prevent the demand for a further increase for stone. It is as follows:—

'2. The Company says that the present application for the payment of stone in pillar work is in breach of a specific agreement made between the management and the men. An agreement was made some two years ago that thirty-eight cents per box was to be paid for pillar work above the 2600 feet level all the way out from about No. 35 chute to the bottom. This agreement ought to be maintained until all pillars are drawn on this level.

A similar agreement was made for pillar work on the 3200 feet level from No. 9 chute to the bottom, of thirty-six cents per box. When these rates were fixed, allowance on the price per box was made for stone in pillar.

Unfortunately, in respect to this answer there is a conflict in the testimony.

First, in respect to the 2600 ft. level.

The rate per box for pillar work had been 36 cents.

For chute No. 35 there was a demand of an increase of four cents per box. This led the management to stop the work in that chute. Thereupon a committee met with the management, and a special agreement about which the dispute exists was attempted to be made. Thirty-eight cents was agreed upon, not only for chute 35, the management contends, but from chute 35 out to the slope or bottom, and certainly that was discussed. The employees contend that the agreement was concluded only in respect to chute 35, and that all out to the slope or bottom was to be left open.

In respect to the 3,200 foot level, there is a similar conflict in respect to an oral agreement made between a committee of the employees and the management, viz., whether a rate of thirty-six cents per box applied only to No. 9 chute, and the rest left open as the employees contend, or whether it applied also from No. 9 chute out to the bottom, as the Company contends.

It seems unnecessary to make any decision as to the conflict which exists in the evidence in this matter.

The Company appears to have relied on this matter as supplemental merely to the main answer, and that main answer has been found to be supported by the evidence.

To sum up: The agreement of the 19th August, 1890, providing for compensation in stone in pillars, as modified by the subsequent oral arrangement long acquiesced in, to the effect that the computation of the compensation for stone was to be made by taking an average width of 8 inches, when there was stone exceeding four inches, and allowing a flat rate of two cents a box, has not been violated by the Company, nor has the said modification, but the same are being carried out.

The claim and contention of the Employees in respect to the local stone should be rejected.

Inclosed herewith are the evidence, exhibits and plans used in the reference.

Respectfully submitted,

(Sgd.) WALLACE GRAHAM,
Chairman.

(Sgd.) PETER S. ARCHIBALD.

Springhill,
4th July, 1907.

To the Honourable Rodolphe Lemieux,
Minister of Labour,
Ottawa.

Springhill, July 18, 1907.

THE MINORITY REPORT.

The minority report presented to the Minister of Labour by Mr. R. B. Murray, was as follows:—

Hon. Rodolphe Lemieux,
Minister of Labour,
Ottawa.

Sir:—

In the matter of the application of Pioneer Lodge Number 1, P.W.A., for a reference of two disputes, pending between the said Lodge and The Cumberland Railway and Coal Company, to a Board of Conciliation and Investigation under the 'Industrial Disputes Investigation Act, 1907.' The undersigned on the recommendation of the employees, having been appointed a member of such Board, respectfully submits the following report:—

1. —The Counter Level Case.

In the opinion of the undersigned, there was sufficient evidence brought before the Board, to show that no contract had been made for this particular piece of work, and the six men interested, on their oaths said, that they were under the impression, having never been given to understand otherwise by any of the officials of the Company, that their rate of pay for work in crossing the counter level would be the same as in the coal below, *i.e.*, $2 plus 22 per cent per day. They were paid at contract price, which the evidence shows, to have netted them $1.01 and ⅓ plus 22 per cent. Bearing in mind the peculiar, unusual and hazardous nature of this work, as disclosed by the evidence of the men interested, together with that of the witnesses Seaman Terris, D. C. Matheson and William Hodge, and in a measure by Underground Manager McSaveney, likewise having in view, the fact of there having been no previous contract, the undersigned is of opinion that this 'dead work' should be paid at the prevailing rate of wage in Springhill for coal cutters, when on shift or dead work, viz.: $2 plus 22 per cent.

The recommendation is therefore made, that the six men interested, be allowed and have paid to them in the proportion of the shifts, they respectively worked, the sum of $72.60. This amount, added to what they have already received, would bring their pay for their work at the counter level, up to $2 plus 22 per cent per day, that being the figure the Lodge originally asked on their behalf.

The Company having made the claim, with respect to the foregoing case, that the Board had no jurisdiction under the Act, to hear it, the undersigned is of the opinion, by Section 21, of the Act, that if the failure, on the part of employer and employees, to effect a settlement in regard to a matter affecting directly only six men, is likely to result in ten or more being either immediately or subsequently affected, the reference of such a dispute would in the opinion of the undersigned, come very properly within the provisions of the Act.

II.—The Local Stone Case.

This matter is of far reaching importance, and it is with regret the undersigned cannot place on record the fact that the members of the Board could come to a unanimous decision in regard to it. The evidence given in the case was varied, voluminous and contradictory. One basic fact stands out prominently, that is, the Fielding agreement, so-called, made between the Company and Pioneer Lodge in August, 1890. In that is was among other things 'agreed in the matter of pillar stone, that when, and as long as stone exceeds four inches in one, two and two, or three and one plies, it will be paid for at the rate of 4c. per inch.'

It appears that shortly afterwards the Company claimed there was a difficulty in measuring the stone, and then Manager, Mr. Swift, allowed the men working in as what was known as the East slope, an equivalent of 2c. on each box of coal.

It further appears, that after the so-called East slope was practically abandoned, and the hoisting of coal ceased there, the question of payment of stone in pillars has not arisen, until the present, the claim being made on the part of the employees, that pillar stone except, perhaps, in a few isolated cases had not been taken out in the existing working levels.

Evidence shows, and it is admitted by both parties to the dispute, that in the pillars on the West side of the 2,600 and 3,200 levels in No. 3 slope some distance in, it has been the practice of the Company to take out only the top lift of the coal, leaving the band of stone which existed in about the middle of the seam there, to remain as a pavement, the lower lift or seam there to remain as a pavement, the lower lift or seam of the coal in the inner pillars of these levels was left in.

Working out towards the bottom of the slope, the lower seam above referred to got harder and of a better quality. For this and other reasons the Company

ordered the full height of the seam, including the band of stone to be taken out. This stone occurs in all the pillars on the West side of No. 3 slope, in the 2,600, 3,200 and 3,800 lifts, increasing in thickness as it gets to the bottom of the main slope, on the East side of the slope, the stone is of such a height it necessitates the working of the coal in two separate seams.

In brief, the dispute between the parties arose by the employer ordering the full height of the seam, including the band of stone to be taken out in all the pillars in the 2,600 and 3,200 lifts, from certain districts and for certain, prices, out to the bottom. These districts and prices were in the 2,600 lift, from 35 chute out for 38c. per box, and in the 3,200 lift from No. 9 chute out for 36c. per box, the employer claiming that these prices of 38c. and 36c. respectively from the districts named had been agreed upon by themselves and their employees, and included the taking out of the stone in pillars.

To this contention the employees make a flat contradiction and maintain that the prices of 38c. and 36c. per box on the 2,600 and 3,200 feet lifts were only for certain districts, that is to say, 38c. for the pillars off 35 chute in the 2,600 foot lift, and 36c. for the pillars off 9 chute in the 3,200, and the prices for all the pillars on those lifts, from the chutes named, out to the bottom were to be left an open question. As pillar or local stone had never previously been taken on these levels, the matter was not mentioned, and in the agreement referred to by the Company, where these prices were set, local stone was not considered.

In order to arrive at a fair understanding of this case, two questions have to be asked:—

1. Is the Company still liable under the Fielding agreement to pay for local stone in pillar work?

2. Is the Company paying for such local stone?

The first question can very quickly be gotten rid of by the unanimous decision of the Board and the admission of the Company that the Fielding agreement, so-called, is still, in full force and effect. This being so, the inference is natural, that pillar stone shall be paid for on the basis mentioned in such agreement.

With regard to the second question, the evidence seems to indicate two facts:—

(*a*) That for a time and when the stone existed in the pillars in the East slope, under Mr. Swift's management, it was paid for in two ways and at different prices. John Fletcher, one of the Company's witnesses, testifies that he was paid for stone in his pillar by an equivalent of 2c. on each box of coal, he was asked on cross examination about the thickness of the stone in his pillar, and replied, '8 inches.' Fletcher said, he afterwards worked in the North slope, but found no stone there, and was only paid for it in the East slope where it existed.

On the other hand, the witnesses, D. C. Matheson and Edgar Harrison, on behalf of the Lodge, clearly state, that when they were paid for stone in pillars, the same was first measured, and they then received the equivalent of such measurement, by an allowance of 2½ and 3 c. on the box.

(*b*) During the evidence given upon the 23rd of May, by W. D. Matthews, Asst. Manager, in one place he says, 'at no time in my recollection, have the men as a body asked for an increase on the price per box, on the ground that local stone was more troublesome than when the price was fixed. Stone was never taken into consideration.' Again he says: 'Since 1890, when the agreement was made by Mr. Swift and the Lodge, the 1,300 foot level, the 1,900 and the 2,600 foot levels, as well as the 3,200 and the 3,800 foot levels, have been worked, and no allowance for local stone was made in any one of these levels by specific prices on the box or by measurement in pillar work.' And further he says, 'and in all the discussions since that time (1890) as to price, the question of handling stone in pillar work, has never been mentioned or paid for.'

Mr. Hargreaves, the Manager of the Company, in his evidence, states among other things: 'In arranging the price for pillar work, stone was never considered.'

The Company placed before the Board a large amount of evidence in the nature of schedules, books and statements, and endeavoured to establish by such, that payment had always been made on this pillar stone, even in large districts and for long terms, where the same did not exist.

With such a marked variance in the evidence given by the contending parties, and after an earnest consideration of all the facts, the undersigned feels himself justified in doubting the plea put forward by the Company, that the 2c. advance made in 1890 by Mr. Swift in lieu of measurement of stone in pillar work, has been in force and paid all these years, particularly in these large sections of the different mines where no stone existed. It is impossible to conceive that a business-like, and going corporation like the Company under the management of a man of Mr. Cowans' marked ability, would continue to pay out money year after year in the form of an allowance for stone where it has not existed nor when any payment for such stone was ever asked for of late years by any of the employees.

In view of the foregoing, the undersigned in the spirit of justice is of the opinion the Company is not paying for local stone in pillar work in No. 3 mine, and that the spirit of the Fielding agreement is not being carried out.

The undersigned cannot refrain from reminding both parties to this dispute that the prosperity of the community depends almost wholly on the relations that exist between them, if they will endeavour to agree and work together in harmony, their own interests and the interests of thousands of others dependent on them will be benefited, but a continuance of the labour struggles which have agitated against Springhill so frequently in the past will tend to destroy stability in the town.

It is the earnest hope of the undersigned that the finding of the Board in the cases which have been investigated will be cheerfully acquiesced in and agreed to by the parties interested.

(Signed) R. B. MURRAY.

Springhill, July 4.

VI.—APPLICATION FROM LONGSHOREMEN OF MONTREAL—ESTABLISHMENT OF BOARD—REFERENCE UNDER ACT PRECEDED BY BRIEF CESSATION OF WORK.

On May 25 the Department received on behalf of the Longshoremen of Montreal, an application for the establishment of a Board of Conciliation and Investigation for the adjustment of differences between the Longshoremen and Marine Transport Workers of America Local No. 373, and the Shipping Federation of Canadian Pacific Railway Company. The application was signed by Messrs. John Ryan and William Mansfield, President and Secretary respectively of Local 373, and stated that the Union represented 1,200 men out of the total of 1,600 longshoremen employed at the Port of Montreal. The dispute related to wages; the men asking for an increase of 5 cents per hour, day and night, on the then existing schedule of 25 cents per hour by day and 30 cents per hour by night. The Minister of Labour having decided to establish a Board, appointed as members, Mr. Joseph Ainey, nominated on behalf of the men, and Mr. G. W. Stephens, nominated on behalf of the steamship companies. Messrs. Ainey and Stephens jointly recommended His Grace Archbishop Bruchesi as third member and chairman of the Board, and on June 10, His Grace was duly appointed Chairman of the Board.

It should be mentioned that prior to the establishment of the Board there had been a strike of some days' duration, involving certain action on the part of the Department of Labour. The Department received on May 14 from the Secretary of the Shipping Federation of Canada, a telegram stating that the Longshoremen had gone on strike on the preceding evening, and that the various shipping companies were forwarding applications for the establishmeat of a Board of Coaciliation and Investigation under the Industrial Disputes Investigation Act, 1907. The application of the Shipping Federation of Canada was received in the Department on May 15 and indicated that the following steamship lines were the employers in the dispute, namely:—Allan Line, Donaldson Line, Thomson Line, Lord Line, Dominion Line, Leyland Line, Hamburg American Line, Manchester Liners, South African Line, Mexican Line, Black Diamond Line, Head Line, Holme Line, Nova Scotia Steel & Coal Co., and Quebec Steamship Company, the other party to the dispute being named as the longshoremen of the Port of Montreal. The applicants stated that on Monday, the 13th inst., at 11.30 a.m., the following letter had been presented to the Federation, and an answer required by 6 p.m., namely:—

MONTREAL, May 13, 1907.

Gentlemen:—

As we are appointed to interview the Shipping Companies to ask for an increase of wages of five cents an hour for day and night, and representing a body of the Longshoremen of the Port of Montreal, we beg to submit to you that it is on the increase of life that we make that demand.

We are willing to sign a contract for this season to guarantee no trouble in the fall at the rates named.

Outside of this demand, we will not be responsible for the action of the men.

Hoping that you will take this demand in consideration. We are authorized to ask an answer before 6 o'clock to-night.

We are,
Yours truly,
MEMBERS OF THE EXECUTIVE BOARD.
201 Commissioner St.,
Bell Tel. Main 1332.

The application stated that the parties presenting the letter in question were acting in contravention to a written agreement then in force between the steamship lines and the longshoremen, and that it had been suggested that the longshoremen should carefully consider their position and refrain from acting hastily. The application further stated that 'this advice was not, however, taken, and a strike was inaugurated about 7 p.m., May 13, since which time a very large number of longshoremen have ceased to work, and certain of them have interfered with and intimidated other men of the same class who were willing to work.' It was stated that about 1,500 longshoremen and the transport and industrial interests of the country were affected by the dispute. The application was accompanied by the statutory declarations required under the Act. A copy of the agreement between the shipping companies and the longshoremen referred to in the application was filed with the application as appendix 'B.' The said agreement set forth the terms on which the longshoremen would continue at ork, from the date of the agreement, namely, May 11, 1903, and stipulated that the agreement should remain in force until one month's notice in writing by either party had been given to the other of a desire to alter or amend or abrogate the same, but this notice should not be given between the months of February and December in each year. The rate of wages named in the agreement was 25 cents per hour for day work and 30 cents per hour for night work, and the demand now made by the men involved an increase of five cents an hour in each class of work over the rates paid under the agreement.

The Department received telegrams during the 15th instant from the secretary of the Shipping Federation, stating that copies of the application had been served on the president and secretary of the International Longshoremen's Union, and also on ten of the employees who had ceased work.

A telegram was despatched by the Acting-Registrar to each of the parties thus indicated announcing the intention of the Minister to establish a Board in response to the application received, and urging that the officers of the organisation should nominate a member of the Board without delay, and should in the meantime use their influence to induce the men to return to work immediately. By direction of the Minister the acting-registrar addressed a letter to each of the same parties inclosing a copy of the Industrial Disputes Investigation Act. The letter of the acting-reistrar closed with the following remarks, viz.:—

'The Minister desires me to say that he realizes that the newness of the Act has probably prevented the longshoremen of Montreal becoming acquainted with its features and feels assured that had it been otherwise, there would not have been a cessation of work, such as has occurred, before an investigation had taken place.

'As stated in the telegram sent under to-day's date, the Minister directs me to urge that you should use your best influence in securing the immediate return of the men to work, pending an investigation before the Board, as required under

the Act, and further to assure you that the utmost possible expedition will be used in the appointment of a Board for the purpose of investigation.'

With a view to assisting in the procurement of a settlement of the dispute, the Minister of Labour also decided to despatch to Montreal the Secretary of the Department, Mr. F. A. Acland, who, owing to the absence of the Deputy Minister of Labour in connection with the disputes proceeding at the time in The British Columbia and Alberta coal mines, was acting Deputy Minister. Mr. Acland's instructions were to explain to the longshoremen the provisions of the Industrial Disputes Investigations Act, 1907, and to endeavour to persuade the men to conform to the requirements of the Act and resume work pending the investigation before the Board to be established, and generally to do all in his power to effect conciliation between the disputing parties.

Mr. Acland reached Montreal on the morning of May 16, and immediately placed himself in communication with the Shipping Federation and the committee representing the men, the chairman of the latter body, Mr. John Ryan, president of the local Union of International Longshoremen and Marine Transport Workers of America. After a conference with the respective disputants, it was clear to the representative of the Department that the new law had been but imperfectly understood by the men, and that, the men having stooped work in ignorance of its provisions, it would be extremely difficult, in view of the existing crisis, to induce them to return to work immediately and await a settlement of their grievances by a Board established under the provisions of the Act. Under the circumstances, and the loss to the Port of Montreal during each day the men refrained from working being a most serious one, Mr. Acland decided it was desirable to endeavour to effect a basis of immediate conciliation. He first arranged a meeting between the committee of the men and the Shipping Federation. The meeting was held at 2 p.m., on May 16, at the office of the Federation, Mr. Acland being present. Mr. W. D. McNicoll, 1st vice-president of the C. P. Ry. and Steamship Co., was also present, acting in the interests of his company.

Two propositions were made by the employees as a result of the conference, the first conceding, as an alternative to arbitration, an immediate increase of 2½ cents per hour, on condition that the men return to work immediately, the second conceding the immediate increase of 2½ cents per hour and offering to submit for adjustment under the Act the remainder of the claim of the men. Mr. Acland was invited by the men to address the meetings at which the respective propositions were considered, and on each accasion explained the provisions of the Industrial Disputes Investigation Act, 1907, and the bearing of the Act on the existing dispute. Mr. A. Verville, M.P., Mr. Joseph Ainey, and Mr. George Washington Stephens, M.P.P., chairman of the Board of Harbour Commissioners of Montreal, also addressed different meetings of the men and endeavoured to promote a settlement of the difficulty. Mr. Acland succeeded eventually in convincing the committee representing the men of the advantages of following the line of action laid down by the Act, but the committee represented that while themselves realizing this, they could not undertake to convert the body of the men to this view all at once.

APPLICATION FROM FEDERATION WITHDRAWN

In the meantime on Saturday, May 18, the Shipping Federation of Canada cancelled all propositions to the men and telegraphed the Minister of Labour withdrawing

the application for a Board, explaining subsequently in a letter dated May 22, their reasons for so doing. The reasons are stated concisely in the following extract from the letter in question, viz.:—

> In view of the situation and more especially owing to the longshoremen not having returned to work, and being still on strike notwithstanding the provisions of the Industrial Disputes Investigation Act, 1907 (the men still declaring they were not on strike), and also owing to the two offers of the Shipping Federation and the Canadian Pacific Railway Company, above-mentioned, having been refused by the longshoremen, and further, owing to it having become necessary to employ other men and to enter into arrangements to engage other men, it was decided to telegraph you and to the Registrar, desisting from the application for a Board of Conciliation and Investigation, and to write to you and to the Registrar confirming the telegrams, which was carried out.'

ADVANCES FROM THE MEN.

On Sunday, May 19, as the outcome of a meeting of the local branch of the International Union, the following letter was addressed to Mr. Acland, viz.:—

MONTREAL, May 19, 1907.

Sir:—

On behalf of Local 373 of the International Longshoremen Marine and Transport Workers of America, we, the undersigned, authorize you to inform the Shipping Federation of Canada, and the Canadian Pacific Railway, that the said longshoremen, having had time to fully consider the offer of May 17th, 1907, of the Shipping Federation, of an increase of 2½ cents per hour worked, by day and by night, and the submission of the claim of a further increase of 2½ cents per hour to arbitration on the lines proposed, are now willing to accept the same if the Shipping Federation and the Canadian Pacific Railway Company are still disposed to concede these terms.

The longshoremen agree to return to work on these terms on Monday, May 20, at 1 p.m., provided no diiscrimination is shown against those who have ceased work.

Yours,

(Signed) JOHN RYAN, *Chairman of Committee.*
WILLIAM MANSFIELD, *One of the Committee Members.*

A meeting of the Shipping Federation was immediately held at the Windsor Hotel to consider the letter, and at its conclusion, Mr. Acland was informed verbally that the Shipping Federation had not made its offer to the members of the Union and could not take action on a communication signed on behalf of the Union.

On Monday and Tuesday, May 20 and 21, the disposition of the men towards procedure under the Act increased, and Mr. Acland was informed by representatives of the men on Tuesday afternoon that the men had decided to return to work at once, and that in view of the withdrawal by the Shipping Federation of its application for the appointment of a Board, they would themselves make application for the establishment of such a Board to determine the dispute between themselves and the shipowners. The Federation in the meantime had issued a new schedule of wages, offering an increase of 2½ cents per hour to all comers, and the men in returning to work were able to avail themselves of this increase. The men accordingly, after a week's suspension of work, returned to their labours on Tuesday evening, May 21, so far as employment could be found for them.

The application from the men was duly received and the Board established as set forth above, and the Board proceeded immediately to the investigation of the dis-

pute, holding sessions morning and afternoon for several days. The sessions of June 11, 12 and 13, were wholly given up to the hearing of evidence from parties interested. The witnesses examined were John Ryan, President of the International Longshoremen and Marine Transport Workers Local 373; George Poliquin, Secretary-Treasurer of the International Longshoremen and Marine Transport Workers Local 373; James Sandilands, a longshoreman; and Thomas Robb, manager and secretary of the Shipping Federation of Canada.

SHIPPERS OFFER TO BE BOUND BY AWARD.

While the sessions of the Board were in progress the following letter was received at the Department on behalf of the Shipping Companies concerned in the dispute:—

(COPY.)

'The REGISTRAR, June 11th, 1907.
Boards of Conciliation and Investigation,
Department of Labour,
Ottawa, Ont.

Sir:—

In connection with Board of Conciliation *re* 'Longshoremen's dispute, I am directed by the Allan Line, Canadian Pacific Steamship Lines, Donaldson Line, Thomson Line, Lord Line, Dominion Line, Leyland Line, Hamburg-American Line, South African Line, Mexican Line, Black Diamond Line, Head Line, Holme Line, Quebec Steamship Co., F. A. Routh & Co., and the Nova Scotia Steel & Coal Co., to inclose you under the signatures of the representatives of the above Lines agreement in accordance with section 62 of the Industrial Disputes' Investigation Act, 1907.'

I have the honour to be, Sir,
Your obedient servant,

(Signed) THOMAS ROBB,
Secretary.'

(COPY OF INCLOSURE.)

'To the REGISTRAR,
Board of Conciliation and Investigation,
Ottawa, Canada.

Sir:—

The undersigned agree to be bound by the recommendation of the Board during the present season of St. Lawrence navigation (1907)—such season to be reckoned to last until the last ocean vessel shall have left the Port of Montreal,—as if the same were an award of Arbitrators as provided by Section 62 of the Industrial Disputes' Investigation Act, 1907, provided that the applicants file forthwith with the Registrar an agreement in writing to be also bound in like manner.

Allan Line	(Signed)	H. and A. Allan.
Can. Pacific Steamship Lines	"	D. McNicholl, Vice-President.
Donaldson Line	"	The Robert Reford Co., Ltd.
Thomson Line	"	William Gear, Vice-President.
Lord Line	"	" "
Dominion Line		
Leyland Line	"	James Thom, Manager.
Hamburg-American Line	"	" "
South African Line	"	Elder Demster Co.
Mexican Line	"	A. E. Cook.
Black Diamond Line	"	T. G. Watt, Agent.
Head Line	"	McLean, Kennedy & Co.
Holme Line	"	Wm. R. Eakin.
Quebec Steamship Co.	"	J. G. Brock & Co., Agents.
F. A. Routh & Co.	"	Nova Scotia Steel & Coal Co., Ltd.
Nova Scotia Steel and Coal Co.	"	F. A. Routh & Co., Agents.

In reply to this communication letters were addressed on behalf of the Department to each of the parties to the dispute pointing to the desirability of each party agreeing to be bound by the word of the Board, and urging that it would be greatly in the interest of the parties and to those of the Port of Montreal generally that any agreement reached should cover if possible a period of years so that a dispute similar to that which was being investigated should not recur from year to year.

Recommendations of the Board.

The report of the Board of Conciliation and Investigation was received at the Department on June 17, and was as follows:—

MONTREAL, June 14, 1907.

To the HONOURABLE RODOLPHE LEMIEUX,
Minister of Labour,
Ottawa, Ont.

Sir:—

We have the honour to inform you that having been appointed to act under the provisions of The Industrial Disputes' Investigation Act, 1907, in the matter of a dispute arising between the International Longshoremen and Marine Transport Workers' Union of America Local No. 373, and the Shipping Federation and Canadian Pacific Steamship Companies relative to an increase of 2½ cents per hour, day and night, making the day wage per hour 30 cents, and the night wage per hour 35 cents, we beg to unanimously report as follows:—

1. Our first endeavour was to persuade the parties to this dispute to be bound by whatever decision this Board might come to after a careful and impartial examination of the facts.

The Longshoremen declined absolutely to be bound.

The Shipping Agents agreed to be bound up to the end of the present season only.

We had, therefore, to confine ourselves to the mission of Conciliation and Investigation, in consequence of which representative witnesses were called from both sides and evidence submitted. The session of the Board began Tuesday, the 11th instant, and were continued each day, morning and afternoon, three days being completely occupied in hearing evidence from parties interested. Attached, herewith, we send sworn copies of evidence taken.

After having separately listened to evidence from each party, a joint conference was held with a view of reaching a mutual understanding.

In the letter addressed to the President of the Board, His Grace the Archbishop of Montreal by the Deputy Minister of Labour, dated June 7th, 1907, the Minister states that he hopes that the Board will endeavour not only to effect a settlement of existing differences, but will be able to so adjust matters between the parties that any settlement reached will, by their mutual consent, be held to govern conditions between the several steamship companies and their employees in the Port of Montreal for some years to come.

To effect a lasting settlement, covering a term of years was the dominant idea inspiring the Board's efforts from the beginning, and at the joint meeting of the parties already alluded to all possible means were employed to bring about a settlement for a space of 5 years, thus ensuring stability to our national trade and peace and security to the country's import and export business through the Port of Montreal.

The Longshoremen were willing to sign an agreement for five years provided their demands were granted in full.

The Shipping Agents were not willing to sign an agreement for longer than two years, present rates to stand.

2. The following scale was proposed by the Board which was deemed a fair and equitable basis of compromise.

	Day.	Night.
1907, Balance of season	28c. per hour.	33c. per hour.
1908, "	29c. "	34c. "
1909, "	30c. "	35c. "
1910, "	30c. "	35c. "
1911, "	30c. "	35c. "

This suggestion of the Board was not accepted by either parties to the dispute.

Such being the situation there was nothing left for the Board to do but to proceed to consider the case, and make their recommendations on the merits of the facts submitted.

3. (*a*) The board finds the cause of the present trouble largely due to the lack of tact and consideration shown by the parties in their dealings one with another.

(*b*) That evidence submitted to prove that wages paid to the Port of Montreal were 'unfair, unreasonable and not sufficient to provide the necessities of life,' was contracted and did not seem absolutely conclusive.

(*c*) That the nature of the work was intermittant, strenuous and fairly hazardous, justifying a reasonable excess of wage over that paid to unskilled labour in other trades, was proven.

(*d*) That longshoremen kept in good faith entered into by them in 1903, for four years.

(*e*) That other branches of unskilled labour were not so highly paid.

(*f*) That longshoremen suffer loss of wages through the irregularity of the work they are engaged in, and through the importation by the shipping agents of men from abroad.

(*g*) That shipping agents suffer loss and inconvenience from the men quitting work in the fall to engage in other pursuits for the winter thus endangering the shipping during the last weeks of navigation, and compelling the shipping agents to import men from abroad.

(*h*) That men after the season closes have to find work elsewhere in gas works, Canadian Pacific railway, Grand Trunk railway and lumber camps, &c.

(*i*) That the cost of living has increased enough in the last four years to warrant a re-adjustment of wage scale.

(*k*) That the shipping companies accorded to the longshoremen during the month of May of 1907, an increase of 2½ cents an hour, day and night, which is equal to an increase of 10 per cent over wages paid during the previous four years.

After earnest consideration of all the facts the board in the spirit of justice and with a view of securing peace and harmony respectfully recommended :

That the increase of 10 per cent, or 2½ cents per hour, day and night, already granted by the shipping companies to the longshoremen remain the rate for the present season.

But in view of the special importance attached by the shipping agents to a continuous supply of labour till the final closing of navigation and to safeguard the public interests and as a further inducement to the longshoremen to fulfil these conditions, the board recommends that a bonus of 2½ cents per hour over and above the wages paid under the present rate, be paid by the shipping agents to the longshoremen.

Said bonus to be paid to all longshoremen employed by the shipping companies from the day of each man's engagement, but in no case shall the bonus be effective previous to July 1, 1907. The meaning of this recommendation to be that for all those men who engage to work for the shipping companies after July 1, and continue to do so till the close of navigation shall be entitled to this extra wage.

We further recommend for the season of 1908, that 30 cents per hour be paid during the day and 35 cents during the night; that an agreement to this effect between the parties be entered into which shall be binding until end of season 1908, any change affecting the future, to take place between the first day of December, 1908, and the first day of March, 1909, by fifteen days written notice to be given by either party to the other.

The board cannot refrain from reminding both parties to this dispute that the supremacy of our national trade depends solely upon the confidence inspired in its stability. The avoidance of disturbance to the national flow of commerce in the port of Montreal means continued prosperity to the business industries.

The board, therefore, hopes that its recommendations may be taken as the result of a thorough study of the situation revealed by the facts submitted, that the parties to this dispute may be led to accept these recommendations in the same spirit as they are given, and that their acceptance by both will bring about a community of good feeling, fair dealing and long continued prosperity to all concerned.

Respectfully submitted,

(Signed) PAUL BRUCHESI,
Archbishop of Montreal.

(Signed) GEORGE W. STEPHENS,
JOSEPH AINEY.

A copy of the report received by the Minister was immediately forwarded to each of the parties to the dispute, together with a letter requesting that they would respectively state whether the recommendations contained in the report would be accepted as a basis of settlement.

On June 25 the department received a letter from Mr. William Mansfield, secretary local 373 International Longshoremen and Transport Workers of America, on behalf of the members of the union refusing to accept the award, and on June 27 a communication was received from the representatives of the shipping companies referring to their previous letter offering to be bound by the recommendations of the Board provided the other party did the same, and indicating that their attitude was consequently dependent on that of the men.

NOTICE POSTED BY SHIPPING COMPANIES.

Subsequently the following notice, printed in English and French, was posted by the shipping companies:—

NOTICE TO LONGSHOREMEN OF THE PORT OF MONTREAL.

Commencing July 1, 1907, in order to give present effect to the decision of the Board of Conciliation and Investigation on the question of the longshoremen's wages at the Port of Montreal, the undersigned steamship lines in addition to the present rates paid to longshoremen, will give such longshoremen as may register their names and addresses at the wharf office of the lines by which they are employed, and are prepared to work for the undersigned when so requested to do from July 1 until their last steamer of the season of 1907 leaves the port, a bonus of two and one-half cents (2½) for each hour worked by them, after July 1 to close of navigation 1907. Said bonus to be paid on application by the lines by

which they were employed between the sailing of the last steamer and prior to December, 1907.

Allan Line, H. & A. Allan.
Canadian Pacific Railway Company—Atlantic Steamship Lines, per D. McNicoll, Vice-President.
Donaldson Line.
Thomson Line, The Robert Reford Company, Limited.
Lord Line, William I. Gear, Vice-President (and outside steamers consigned to them).
Dominion Line.
Leland Line, Jas. Thom, manager.
Hamburg-American Line.
South African Line, Elder-Dempster & Company.
Mexican Line, per A. E. Cook.
Furness, Whithy & Company, Limited.
Manchester liners, per J. R. Binning, manager.
Black Diamond Line, T. G. Watt, agent.
Head Line, McLean, Kennedy & Company.
Holme Line, P. pro. Wm. R. Eakin.
Quebec Steamship Company, J. G. Brock & Company, agents.
F. A. Routh & Company.
Nova Scotia Steel and Coal Company, F. A. Routh & Company.

The agreement to be signed by the men was as follows:—

We, the undersigned, hereby agree to work for the above Steamship Lines as Longshoremen in the Port of Montreal whenever notified by them so to do, from July 1, season 1907, until the last steamer sails from the Port of Montreal, season 1907, at rates set forth on the back hereof, conditional on our receiving at the end of the season, after, the sailing of the last steamer from Montreal, an additional sum of two and one-half cents (2½ cents) per hour for each hour worked by us for the above lines, and we further agree to notify them of any change in our house addresses. Said payments to be made by the Steamship Lines for which they have worked on application after the sailing of the last steamer but prior to December 5, 1907.

The rates agreed to as set forth on the back of the above document showed an increase of 2½ cents per hour over the rates in force at the beginning of the season and apart from the bonus secured under the conditions named.

This contract was signed by a large majority of the men.

JUDICIAL DECISION ARISING OUT OF SETTLEMENT.

It will be convenient here to refer to the judicial decision subsequently rendered in a suit arising out of the settlement.

A number of men, estimated at about 200, who did not sign the agreement with the different companies, claimed at the end of the season that they were entitled to the bonus, and a test case against one of the shipping companies involved, was brought before Recorder Weir, at Montreal, on December 23.

In delivering judgment, the Recorder said: 'The plaintiff, who is a longshoreman, brings suit for the recovery of five dollars from defendant, and declares the amount to be due as 'balance of wages for work done in Montreal during the season of 1907 at 2½ cents extra per hour, 200 hours, so arbitrated on June 14, 1907, under the Industrial Disputes Investigation Act, 1907, and promised by defendants and

accepted by the plaintiff.' In other words, the action seeks to enforce an amicable agreement made in virtue of a special statute which has for its object the adjustment if industrial disputes. Turning, however, to the statute in question, I find the following important section (No. 64): 'No court of the Dominion of Canada, or of any province or territory thereof, shall have power or jurisdiction to recognize or enforce, or to receive in evidence any report of a Board, or any testimony or proceedings before a Board, as against any person or for any purpose, except in the case of the prosecution of such person for perjury.' It would appear from the plaintiff's pretensions that a basis of settlement had been arrived at, but not fully carried out, and this court is now invited to investigate and enforce, not the original contract between the parties, but the amicable agreement itself. The section I have cited expressly forbids this. The Act would appear to regard as incongruous, and certainly forbids, an adjustment of a dispute under its provisions becoming afterwards subject matter for contentious litigation. Possibly, the plaintiff has rights which he may still retain under his original contract, and which can be determined by competent courts of law. I am of opinion to dismiss plaintiff's action as on its face illegal, but reserve to him his recourse under the original contract between him and defendant, if any such exists."

(Martin v. Canadian Pacific Railway Co.; December, 1907; Weir, Recorder.)

VII.—APPLICATION FROM EMPLOYEES OF ALBERTA RAILWAY AND IRRIGATION COMPANY—SETTLEMENT EFFECTED BEFORE ESTABLISHMENT OF BOARD.

The department received on May 27 an application on behalf of the employees of the Alberta Railway and Irrigation Company, being miners, for the establishment of a Board of Conciliation and Investigation for the settlement of a dispute with the employing company. The nature of the dispute was declared to be the refusal of the said company to concede certain demands relating to wages and conditions of work as set forth in an attached schedule, and the number of persons affected by the dispute was declared to be the applicant miners to the number of about four hundred, as well as the population of the two provinces of Alberta and Saskatchewan. The schedule of demands set forth the general provisions and scales of contract prices and day wages to govern in the mines of the Alberta Railway and Irrigation Company for a period commencing June 1, 1907, and terminating March 31, 1909. The schedule proposed a plan for the regulation of the settlement of disputes during the life of the agreement, demanded the full recognition of the United Mine Workers of America organization, the 'check-off' system, the concession of eight hours from bank to bank, named increased rates to be paid for various classes of labour, and outlined other conditions under which work was to be carried on. The schedule also set forth that the employing company had refused to negotiate with a committee of the employees on the ground that it would not negotiate with or treat with any officials of the union; and that the manager of the company had by letter refused to grant the applicants full recognition as members of the union of United Mine Workers of America, and to meet the officers thereof with the object of negotiating an agreement. The application further set forth that the applicants were members of the organization known as the United Mine Workers of America and composed local union 574 thereof, being within the jurisdiction of District No. 18 of said organization. The application was signed by John R. Galvin and John A. Macdonald. Mr. F. H. Sherman, miner, of Fernie, was nominated by the applicants for membership on the Board applied for.

The Minister of Labour decided to establish a Board of Conciliation and Investigation and so notified both parties to the dispute. The following telegraphic correspondence will indicate the position taken by the respective parties, and the attitude of the government in the matter:—

(*Telegram.*)

OTTAWA, May 27, 1907.

JOHN R. GALVIN,
Lethbridge, Alta.

Application for appointment of Board of Conciliation and Investigation in respect of dispute between employees, Alberta railway and Irrigation Company and said company received to-day. Minister of Labour has decided to appoint Board which will be established as speedily as possible.

W. L. MACKENZIE KING,
Deputy Minister of Labour and Registrar of Boards of Conciliation and Investigation.

(Telegram.)

OTTAWA, May 27, 1907.

General Manager,
Alberta Railway and Irrigation Co.,
Lethbridge, Alta.

The Minister of Labour has received an application for the appointment of a Board of Conciliation and Investigation to which may be referred dispute between your company and its employees. The minister has decided to appoint a board and has directed me to request your company to recommend the name of a person who is willing and ready to act as a member of such board. The recommendation must, in accordance with provision of Act, be made within five days.

W. L. MACKENZIE KING,
Deputy Minister of Labour and Registrar for Boards of Conciliation and Investigation.

PROTEST AGAINST ESTABLISHMENT OF BOARD.

WINNIPEG, MAN., May 30, 1907.

HON. MINISTER OF LABOUR,
Ottawa, Ont., Canada.

Referring to proposed appointment of board under Labour Industrial Disputes Act, the Alberta Railway and Irrigation Company beg to respectfully protest against the formation of a board, no matter being in dispute between the company and its employees and the question of recognition of union clearly not being intended by provisions of Act to be subject to consideration by such board, and no complaint claimed as to any discrimination or preference of employment under terms of Act. Many of our employees are not members of union, and all employees are on an absolute equality under provision of arrangement of November last which made express provisions for this subject and for no discrimination by either company or employees, by reason of any employee or employees being or not being a member of such organization. We regret you have acted upon application made, and before hearing our side of the question, and respectfully repeat our objection to selecting Mr. Sherman as being interested party, and also because no matter has arisen which falls within the spirit or letter of the Act. We would request that matter be reconsidered and proposed appointment of board declined. The company is now willing, and always has been willing to meet a committee of its employees and discuss with them with a view of coming to an amicable arrangement, any grievance claimed to exist as to the terms of employment. Such being the case, I cannot see how a board can be appointed until our employees present and discuss their alleged grievances with the company.

A. M. NANTON,
Managing Director.

THE MINISTER'S REPLY.

OTTAWA, May 31, 1907.

A. M. NANTON,
Managing Director Alberta Railway and Irrigation Co.,
Winnipeg, Man.

Your telegram protesting against appointment Board of Conciliation and Investigation to inquire into dispute between your company and employees at Lethbridge received. You allege that no matter is in dispute. The application received on behalf of employees asserts the contrary, and sets forth a number of matters, including wages, hours and other conditions of employment as being matters in regard to which there is a dispute. From your telegram and the

application received, it is quite evident that there is a difference of opinion between the parties as to whether a dispute exists or not, and this of itself, in view of past experience, constitutes, to my mind, a sufficient reason for the immediate appointment of a board before which the parties may make their representations and by whose good offices an understanding may be reached and the public enlightened as to all the facts of the situation. The applicants have accompanied their application with a statutory declaration setting forth that failing an adjustment of the dispute between your company and its employees, or a reference thereof to a Board of Conciliation and Investigation a strike will be declared and that the necessary authority to declare such strike has been obtained. Under these circumstances the public, I am sure, will look for the immediate establishment of a board before which differences may be adjusted and a strike averted, and the government, I hope may rely upon your company facilitating the establishment of a board and rendering every assistance in the prosecution of its inquiry.

RODOLPHE LEMIEUX,
Minister of Labour.

COMPANY STILL OBJECTS TO BOARD.

WINNIPEG, MAN., May, 31, 1907.

Hon. RODOLPHE LEMIEUX,
Minister of Labour,
Ottawa, Ont., Canada.

Your telegram received. Course proposed to be taken will, in our opinion, defeat object which Act had in view. I am advised that Act was never intended to apply to mere question of recognition of union. Satisfied you should direct that all claims now made relating to work, wages or privileges of employees should first be presented to company by a committee of its employees and I guarantee consideration of same by company. Appointment of Board of Arbitration now would prevent company from opportunity of amicably discussing and arranging terms with its employees and non-union. Company desirous of amicable relations with its employees and think grave injustice will be done, if company is prevented by intervention of board from opportunity of discussing and arranging same.

A. M. NANTON,
Managing Director.

APPOINTMENT OF BOARD WILL NOT HINDER AGREEMENT.

OTTAWA, June, 1, 1907.

A. M. NANTON,
Managing Director, Alberta Railway and Irrigation Co.,
Winnipeg, Man., Canada.

Industrial Disputes Investigation Act gives me no authority to direct procedure as outlined in your wire just received, nor does appointment of board in any way prevent your company from amicably discussing and arranging terms with its employees. If agreement can be reached between parties themselves before board meets, as in case of recent disputes between members of Western Coal Operators' Association and employees in Southern British Columbia and Alberta, board will not be called upon to act. Until government informed by your company and its employees, that matters in dispute have been adjusted, board must be constituted and proceed in accordance with provisions of Act.

RODOLPHE LEMIEUX,
Minister of Labour.

AN AGREEMENT REACHED.

The Minister of Labour was proceeding with the establishment of the Board, to which Mr. Sherman had been appointed a member, when the following telegram was received from Mr. Sherman:

> 'Satisfactory agreement signed to-day with Alberta Railway and Irrigation Company. No need of board now, thanks to Industrial Disputes Investigation Act. Congratulations.
>
> F. H. SHERMAN.'

Under the circumstances, the establishment of the Board was not proceeded with, the object of the Act having been attained. It was evident, however, from the telegram received from Mr. Sherman that the prompt settlement of the dispute without the least disturbance of the industry involved, was due wholly to the influence of the Industrial Disputes Investigation Act 1907, thus inducing the parties to come together and adjust outstanding differences.

VIII.—APPLICATION FROM STEAMSHIP COMPANIES DOING BUSINESS AT HALIFAX WITH REFERENCE TO LONGSHOREMEN IN THEIR EMPLOY—AGREEMENT CONCLUDED WHEN BOARD PARTIALLY CONSTITUTED.

On May 31 the department received from representatives of certain steamship companies doing business at Halifax, N.S., an application for the establishment of a Board of Conciliation and investigation for the adjustment of differences between the companies and the longshoremen. The steamship companies named in the application were the Furness Withy & Co., Pickford & Black, A. G. Jones & Co., H. L. Chipman, and S. Cunnard & Co. The subject of dispute was stated to be the rate of wages paid the men, the latter demanding 25 cents per hour per day and 30 cents per hour per night, an increase of five cents per hour in each case over the rates hitherto paid. The number of employees affected by the dispute was placed at 500. Mr. James Hall was named as member of the board.

It will be desirable to state the circumstances leading to the making of the application. On May 23, press reports had stated that the longshoremen of Halifax were threatening to strike on account of a dispute with the steamship companies as to wages. The Minister of Labour, believing that the longshoremen had not been informed of the provisions of the Industrial Disputes Investigation Act, despatched to Halifax Mr. Victor DuBreuil, an officer of the department, with instructions to confer at once with the leaders of the men and explain to them the scope and object of the legislation recently enacted, and its bearing upon the threatened dispute. Mr. DuBreuil arrived in Halifax on the evening of May 25, and put himself immediately in communication with the men. The latter had not been up to this time, acquainted with the features of the Industrial Disputes Investigation Act, 1907, the leaders explaining that they were entirely ignorant of its existence or provisions. Mr. DuBreuil appeared before a meeting of the men on Sunday, May, 26, explained the provisions of the Act, and urged that the men should apply for a board. The men, however contended that they had already decided to strike pending compliance by the shipowners with their demands, and would cease work on midnight of May 26, which they accordingly did.

Mr. DuBreuil continued to exercise the good offices of the department and to mediate between the parties by consent of both with a view to effecting a settlement. On May 28, the steamship companies decided to apply to the Minister of Labour for the appointment of a Board of Conciliation and investigation and forward the application as stated above.

Mr. DuBreuil arranged a conference of the employers and the committee representing the men on May 29, at which both parties to the dispute announced that had they known the general character of The Industrial Disputes Investigation Act, 1907, before the dispute began, the strike would have been averted, as the men had gone out without knowledge of the law under the existing conditions. The representatives of the men urged, however, that it would now be difficult to induce the latter to see the advantage of submitting their grievances to a board.

The minister decided, in view of the circumstances, to establish a board and on the recommendation of the companies, appointed thereto Mr. James Hall. The employees failing to recommend a member in response to the request of the minister, Mr. Philip Ring, secretary to the Trades and Labour Council of Halifax, was appointed by the minister under the terms of the Act (sec. 8, sub-sec. 11), and Messrs. Hall and Ring proceeded to confer together with a view to making a joint recommendation for a third member of the board. Before Messrs. Hall and Ring had reached an agreement on this point the minister received a telegram over the signatures of these gentlemen intimating that the trouble was at an end. The telegram in question read as follows :—

HALIFAX, N.S., June 4, 1907.

To Hon. RODOLPHE LEMIEUX,
Ottawa, Ont., Canada.

Much pleasure advising strike has been settled through intervention of Mr. DuBreuil, therefore, do not consider appointment chairman and third person necessary. Forwarding report.

(Signed) JAMES HILL,
PHILIP RING.

Subsequently letters were received also from the secretary of the Halifax Longshoremen's Association and from the Mayor of Halifax, expressing appreciation of the efforts of the department in procuring a settlement of the dispute. These letters were respectively as follows :—

HALIFAX, N.S., June 10, 1907.

Hon. RODOLPHE LEMIEUX,
Minister of Labour,
Ottawa, Ont., Canada.

SIR,—I have been instructed by the Halifax Longshoremen's Association to convey to you their thanks for the effective assistance rendered by your department in the settlement of the late dispute with the shipping agents of this port.

Your representative, Mr. DuBreuil, in acting as mediator brought both parties together in conference which resulted in the settlement of the dispute.

I have the honour to be,
Your very respectfully,

(Signed) M. COOLEN,
Secretary.

MAYOR'S OFFICE,

HALIFAX, N.S., June 28, 1907.

Honourable RODOLPHE LEMIEUX,
Minister of Labour,
Ottawa, Ont., Canada.

DEAR SIR,—I have to apologize for not sooner acknowledging the receipt of your telegram of the 26th ult. in regard to the strike of the longshoremen at Halifax, owing to the telegram having been mislaid. I trust that it is not yet too late to thank you for your interest in the matter, and to congratulate you on the satisfaction which the Industrial Disputes Investigation Act of last session is giving.

The strike of the longshoremen at this port having been settled some time ago, I have nothing further to add to this letter.

Yours faithfully,

(Signed) R. T. MACILREITH,
Mayor.

SESSIONAL PAPER No. 36

REPORT OF THE DEPARTMENTAL OFFICER.

Mr. Dubreuil's report to the deputy minister on the subject of the dispute is as follows :—

REPORT TO THE DEPUTY MINISTER OF LABOUR ON THE DISPUTE BETWEEN THE LONGSHOREMEN AND STEAMSHIP COMPANIES AT HALIFAX.

OTTAWA, June 8, 1907.

W. L. MACKENZIE KING, Esq.,
Deputy Minister of Labour,

SIR,—I have the honour to submit, herewith, a report of the proceedings connected with the settlement of the above mentioned dispute. In compliance with your instructions of May 23, I left Ottawa on Friday, May 24, at 8.30 a.m., arriving at Halifax on the evening of May 25. I communicated at once with Mr. James Martin, the representative of the longshoremen at Halifax and explained to him the desire of the Department of Labour that the difficulty alleged in the press to be in existence between the steamship companies and the longshoremen should be referred under the Industrial Disputes Investigation Act, 1907, to a Board of Conciliation and Investigation so that the risk of disturbance of the industry affected might be avoided so far as was possible. Mr. Martin informed me that a mass meeting of the longshoremen was called for 2.30 p.m. on Sunday, May 26, at which I would be given an opportunity to explain fully the nature of the Industrial Disputes Investigation Act, 1907, and would also be furnished with details relating to the grievances of the men and the precise nature of the demands they had made on the shipping companies. A mass meeting of the men was accordingly held on May 26, at which I spoke in explanation of the Industrial Disputes Investigation Act, 1907, showed the bearing of the Act on the dispute and urged that the men should apply to the Minister of Labour for a Board of Conciliation and Investigation to which the dispute might be referred. Several prominent labour leaders of the city also urged the men to take this course. The men asserted that they had known nothing until that moment as to the existence of any Act under which the dispute could be referred, that matters had now gone too far to change the intended course of action, and after a long debate, the men resolved to cease work at midnight and appointed a committee to watch the interests of the men during the suspension of work, James Martin being elected President, and Michael Coolen, Secretary.

The nature of the grievances was stated to be as follows: In May 15 and May 17 respectively, written applications had been sent to the several shipping agents at Halifax, setting forth a demand on the part of the longshoremen for an increase of wages from the existing rate of 20 cents per hour for day work, and 25 cents per hour for night work, to 25 cents per hour for day work and 30 cents per hour for night work, together with double time for Sundays and for Labour Day and Christmas Day, time to start from 6 o'clock on the preceding evening; an answer was requested by May 27, and it was intimated that in the event of no answer being received or of the demand not being complied with the men would consider the question of ceasing work. The scale of wages under which the men had been working was based on an agreement made in 1902, and signed by both parties to the present dispute. No answer to the applications had been received up to May 26.

On Monday, May 27, at a meeting of the steamship owners and agents, I was requested and consented to act as mediator during the dispute, and the following resolution having been passed, I was invited to submit the offer contained therein to the meeting of the men that evening.

HALIFAX, N.S., May 27, 1907.

At a meeting of the steamship owners and agents, at the office of Pickford and Black, held the 27th day of May, 1907, at which the following were present:—

Mr. James Morrow, representing Allan Line.
J. E. deWolfe, representing, C.P.R. Co.
W. H. Piers, representing Furness Withy & Co.
Capt. Harrison, representing Furness Withy & Co.
J. L. Chapman, representing Plant Line.
G. S. Campbell, representing Red Cross Line.
A. E. Jones, representing Dominion Line.
W. A. Black, representing Pickford & Black.
Geo. W. C. Hensley, representing S. S. Co., Ltd.

The following resolution was unanimously passed:—

Resolved, That the longshoremen be granted an increase in wages of two and a half cents (2½c.) per hour, day or night, subject to all the conditions of the agreement made with them and signed the 11th day of April, 1902.

At 8 p.m., of May 27, the longshoremen reassembled to consider the offer contained in the above resolution. The offer was refused and a resolution passed to submit a counter offer to the shipowners. This resolution, which I was requested to present to the shipowners, was as follows:—

HALIFAX, N.S., May 27, 1907.

At a meeting of longshoremen held on above date, it was decided that the following proposition be submitted to the steamship agents:—

That 25 cents per hour be paid for day work; that 30 cents per hour be paid for night work; also that double time be paid for Sundays, Labour Day and Christmas Day.

In the original demand of the men they had asked that the double time in the case of Sundays, Christmas Day and Labour Day start from 6 p.m. the previous day; in the new demand no reference was made to the time from which the double pay should start.

On Monday, May 28, I attended a meeting of the steamship representatives, and informed those present of the refusal of the men to accept the offre of the increase of 2½ cents per hour. I further urged that the employing companies should agree on their part to refer the dispute to the Industrial Disputes Investigation Act, 1907, and should make application to the Minister of Labour for the establishment of a Board of Conciliation and Investigation. The steamship representatives agreed to this course, and at once wired the Department of Labour announcing their intention. Mr. James Hall was recommended by the companies as a member of the Board. I at once notified the President of the Longshoremen of the action of the steamship representatives, and urged that he should take similar action on behalf of the men. I attended a meeting of the men in the evening, and explained the course taken by the shipping representatives, urging that the men should do the same.

On May 29, I succeeded in arranging a conference between the two parties for the purpose of discussing the propositions that had been respectively submitted. An amicable discussion took place, and the statement was made on behalf of both parties that had they known the nature of the Industrial Disputes Investigation Act, 1907, before the dispute began, the strike would have been averted; at the existing stage of the dispute, however, the men contended that to return to work might prejudice the chance of their demands being granted in full.

On May 30, at a meeting of the steamship representatives, Mr. A. G. Jones, agent for the Canada and Jamaica SS. Co. was permitted to sign a year's agree-

ment with the men, by which the demand for an increase of five cents per hour was conceded by the company named.

On May 31, after an interview with the steamship representatives, I was requested to offer the men 25 cents per hour for both day and night work; the men, however, refused this further offer. I continued, nevertheless, to exercise the good offices of the Department in connection with the dispute. During this time, two other steamship companies accepted the terms of the men. In the meantime, the men having failed to recommend the name of any person to act on the Board of Conciliation and Investigation for which application had been made and which the Minister had determined to establish, Mr. Philip Ring, Secretary of the Trades and Labour Council, was appointed by the Minister in accordance with the terms of the Act. Mr. James Hall, who had been appointed on the recommendation of the steamship representatives, and Mr. Ring proceeded to confer together with a view to agreeing on a name to recommend to the Minister for third member and chairman of the Board.

On June 4, I was requested by the shipping agents to attend a meeting of that body, and after considerable discussion at the meeting was informed that the companies which had hitherto refused to concede the demands of the men had now decided to grant their demands with a view to ending the dispute. The presence of several steamers tied up in the harbour was indicated as a reason for this determination. The Committee of longshoremen was invited to meet the representatives of the steamship companies with a view to signing an agreement based on the new terms, and the following agreement was duly signed on their behalf respectively:—

Agreement made this day.....on behalf of.....Line of Steamers, and James Martin, President, and Michael Coolen, Secretary, of the Longshoremen's Association of Halifax.

Hereafter the rate of wages to be paid for work on steamers will be 25 cents per hour for day work, and 30 cents per hour for night work. Double time to be paid for work performed on Sundays, Christmas Day and Labour Day.

This agreement to be binding on both parties for one year from date.

The men accordingly returned to work on June 5. Seven steamship companies and about 500 men were affected by the strike.

I have the honour to be, sir,
Your obedient servant,

(Signed) VICTOR DUBREUIL.

IX.—APPLICATION FROM THE GRAND TRUNK RAILWAY COMPANY OF CANADA WITH RESPECT TO THE LOCOMOTIVE ENGINEERS IN ITS EMPLOY—BOARD ESTABLISHED AND AGREEMENT CONCLUDED FOR PERIOD OF THREE YEARS.

On June 27 the Department received from Mr. W. D. Robb, superintendent of motive power, Grand Trunk Railway system, an application on behalf of the railway company named for the establishment of a Board of Conciliation and Investigation to which might be referred a dispute between the company and the locomotive engineers employed upon its system. In the statement accompanying the application the number of persons affected by the dispute was placed approximately at 1,300, 'aside altogether from the interest of the public.' The alleged dispute related to the rules governing the employment, duties and compensation of the locomotive engineers, and with the application were submitted two schedules, the one, marked 'A,' representing the conditions in effect with regard to the questions at issue from April 1, 1905, and which were determined upon and approved of by a board of arbitrators appointed under an agreement between the parties to the present dispute dated February 24, 1905, the other, marked 'B,' setting forth the changes and modifications in the said schedule (other than those in respect of which an understanding had been reached) still requested by the locomotive engineers and to which the company could not see its way to assent. The application proceeded to state that the matters in dispute had been the subject of repeated, in fact, almost daily, conferences since April 1, between Mr. W. D. Robb, the applicant on behalf of the company, and the committee appointed by the locomotive engineers, as a result of which an understanding had been arrived at regarding some of the points originally in dispute, but that notwithstanding these conferences as well as others between Mr. Charles M. Hayes, second vice-president and general manager of the company, and Mr. E. H. Fitzhugh, third vice president, on the one hand, and the committee of the locomotive engineers on the other, at which the questions still open were discussed, it had not been possible to reach a final and complete understanding and the matters in dispute still remained unadjusted.

The Minister of Labour having after due consideration decided to establish a board to which the dispute in question might be referred, notified the employees to that effect and the department received on July 10 a statement on behalf of the locomotive engineers in reply to that made by the employing company. With the statement in reply was forwarded a third schedule marked 'C,' which it was stated set forth in full the claims and grievances of the locomotive engineers. It was further set forth that the matters stated in the communication to the department from the Grand Trunk Railway Company to have been settled had been settled only on the understanding on the part of the locomotive engineers that all the items in schedule 'B' at the time presented to the company by the men were accepted as therein set forth. The statement in reply was signed by Messrs. D. Cameron, chairman; John Battley, vice-chairman; and J. S. Johnson, secretary and treasurer of the association comprising the locomotive engineers of the Grand Trunk Railway system.

The Grand Trunk Railway Company nominated Mr. Wallace Nesbitt, K.C., Toronto, and the locomotive engineers nominated Mr. John Cardell, of Calgary, Alta., as members of the board respectively and these gentlemen having been appointed by the minister and being unable within the period named in the Act to agree in recommending the name of one who would act as third member and chairman, the Minister of Labour appointed Prof. Adam Shortt, of Kingston, Ont., as such third member.

The board commenced its investigations at Montreal on July 23, and its findings were received by the Minister of Labour on August 16. The report was accompanied by an agreement concluded before the board, signed by representatives of both parties, and governing the employment, duties and compensation of locomotive engineers on the Grand Trunk Railway system, and superseding all previous rules, effective for a period of three years from August 1, 1907, and from year to year thereafter, subject to notice of revision or termination.

The agreement was signed for the company by Messrs. Charles M. Hays, second vice-president and general manager, and W. D. Robb, superintendent of motive power, and on behalf of the locomotive engineers by Messrs. D. C. Cameron, J. Battley, and J. S. Johnson.

The report of the Board of Conciliation was signed by Prof. Adam Shortt, chairman, and Mr. J. Cardell, the member of the board appointed on the nomination of the men. Mr. Nesbitt, the member of the board appointed on the nomination of the Grand Trunk Railway Company, was prevented from attending the final sessions of the board, but was understood fully to approve the terms of settlement. The dispute, as will be seen from the text of the agreement, included many intricate and difficult questions, concerning which it had been long impossible to arrive at a conclusion.

The report of the Board of Conciliation and Investigation was as follows :—

REPORT OF THE BOARD.

Kingston, Ont., August 15, 1907.

Hon. Rodolphe Lemieux,
Minister of Labour,
Ottawa, Ont.

Dear Sir,—As Chairman of the Board of Conciliation and Investigation appointed to deal with the dispute between the Grand Trunk railway and their Locomotive Engineers, I have to report that a final settlement of the dispute was effected on August 13. The inclosed memorandum of rules and rates of remuneration, applicable throughout the Grand Trunk system, was accepted and signed by both parties as effective for three years from August 1, 1907.

In accordance with section 54 of the Industrial Disputes Investigation Act, I beg to report that immediately after being appointed chairman of the Board of Conciliation, I entered into communication with both parties to the dispute. Going to Montreal on July 21, the following day I completed arrangements for the first meeting of the board on Tuesday, July 23, at 10 a.m., in the board room of the Grand Trunk railway offices, which Mr. Hays had kindly placed at our service for the meeting of the board. The first session was held, as arranged, at 10 a.m., July 23, there being present the members of the board, Hon. Wallace Nesbitt, K.C., representative of the Grand Trunk Railway ; Mr. John Cardell, representative of the Locomotive Engineers, and myself as chairman. There were also present Mr. Charles M. Hays, Mr. E. H. Fitzhugh and Mr. W. D. Robb, on behalf of the Grand Trunk railway, and Messrs. D. Cameron, J. Battley and J. S. Johnson, on behalf of the Locomotive Engineers.

As Mr. Nesbitt had just received notice that his presence was urgently required at Sydney, B.C., in connection with the suit between the Dominion Steel and Dominion Coal companies, he found it impossible to remain more than a couple of days in Montreal. By prolonging our sessions, we endeavoured to complete the work before us in that time, and, indeed, we had reached a provisional agreement on practically all the matters in dispute except the schedule of wages, when the board adjourned at the close of the sittings on July 24. At the request of the Grand Trunk railway, it was agreed to await Mr. Nesbitt's return, if that should take place within a reasonable time. Before leaving Montreal I pointed out to the representatives of the engineers that if, in accordance with sections 23 and 24 of the Industrial Disputes Investigation Act, 1907, a settlement of the wage schedules could be effected in the meantime, it would be very desirable. After several interviews between the representatives of the Engineers and Messrs. Hays and Robb, Mr. Hays made an offer of a substantial increase, on the existing schedules of wages for a three years' agreement. This being ultimately accepted by the representatives of the Engineers, the agreement was virtually completed. On being notified of the settlement of the wage schedules, I returned to Montreal on August 11, Mr. Cardell, whose home is in Calgary, having remained there in the interval, but Mr. Nesbitt was still unable to leave Sydney. On Monday, August 12, the sittings of the board were resumed, The agreement between the parties was put in final shape, and on the following day, August 13, it was signed on behalf of the Grand Trunk railway by Messrs. Hays and Robb, and on behalf of their Locomotive Engineers by Messrs. Cameron, Battley and Johnson, as also by Mr. Cardell and myself for the Board of Conciliation and Investigation.

As further required by the Act, I am sending certified accounts as to the expenses of the board.

I have the honour to be,
Yours very sincerely,

(Sgd.) ADAM SHORTT,

Chairman Board of Conciliation and Investigation re dispute between the Grand Trunk Railway and their Locomotive Engineers.

TEXT OF THE AGREEMENT.

The following is the text of the agreement concluded before the board:—

GRAND TRUNK RAILWAY SYSTEM—MOTIVE POWER DEPARTMENT.

Rules.

To Govern the Employment, Duties and Compensation of Locomotive Engineers. In effect August 1, 1907, to August 1, 1910, and from year to year thereafter ; subject to notice of revision or termination. (Supersedes previous rules.) Office of Superintendent of Motive Power, Montreal, P.Q.

MILEAGE RATES.

Districts.	Rate Per Mile.					
	Through Freight Pass. Mixed and Snow Plow. Locomotives.			Way Freight. — Locomotives.		
		18″ cyl. and under.	19″ cyl. and over.	Consolidation.	18″ cyl. and under.	19″ cyl. and over.
1	$ 3.50	$ 3.75	$ 3.95	$ 4.10	$ 4.15	$ 4 30
2-4-5-6-7-11-12-15-16-17-18-19-20-30	3.25	3.50	3.70	3.90	4.00	4.10
3-8-9-10-13-14-21-22-23-24-31-32-	3.20	3.50	3.70	3.90	4.00	4.10
25 (G. T. W.)-26	3.70	3.95	4.10	4.15	4 35	4.50
25 (C.. S. & M.) 27-28-9	3.55	3.95	4.10	4.15	4.35	4.50

On way freight runs of 100 miles or less, 100 miles will be allowed ; detention after 11 hours.

CONSTRUCTION AND WRECK RATES.

Districts.	Rate Per Hour. Locomotives.		
	18″ cyl. and under.	19″ cyl. and under.	Consolidation.
Lines East of Detroit and St. Clair River	$0.35	$0 37	$0.39
Lines West of Detroit and St. Clair River	.37	.39	.41

SWITCHING RATES.

Stations or Districts.	Rate Per Hour.
First District	$0.33
Chicago and Buffalo	.37
Other Stations in United States	.33
All Stations in Canada	.31

SPECIAL TRIP RATES.

Between	Freight.						Way Freight.		
		Passenger.	Loco. Cyls. under 18"	Loco. Cyls. under 18"	Loco. Cyls. 19" and over.	Loco. Cons.	Loco. Cyls. under 18"	Loco. Cyls. under 18"	Loco. Cyls. 19" and over.
Eastern Division:									
St. Hyacinthe & Montreal and return ...	71	2.52							
Middle Division:									
Toronto & Niagara Falls via Hamilton...	83	2.95							
Hamilton & Niagara Falls and return....	88	2.95							
Hamilton & Toronto and return.....	78	2.95							
Hamilton & London via Harrisburg.....	75	.....	3.10	3.16	3.18	3.18			
Palmerston & Branttord and return.. . .	156	5.90	5.99	5.99	6.06				
London & Sarnia..... x	60	.....	.....	.....	.....	...	2 98	3.04	3.04
London & Sarnia and return x	120	....	.....	.....	. ..	....	5.96	6.03	6.08
Western Division:									
Durand & Bay City x	106	.....	.....	.....	.....	.....	4.69	4.69	4.79
Lennox & Jackson x	106	.. ..	....	.....	.....	.....	4.69	4 69	4.79

x Detention after 8 miles per hour.

SPECIFIED RUNS AND RATES.

Location.	Service.	Rate per Month.
Eastern Division:		$
Norway Branch	Pass. & Frt.	100.00
Lewiston Branch (Round Trip].....	"	.75
Victoriaville & Doucet's Landing.....	Mixed.	100.00
Hemmingford & St. Isidore Jct....	Pass. & Frt.	95.00
Montreal & St. Paul	"	105.00
Ottawa Division:		
Hawkesbury Branch.....	Pass. & Mxd.	100.00
Rockland Branch...		100.00
Northern Division:		
Madoc & Belleville.....	Pass. & Mxd.	101.00
Coboconck Lindsay..	Mixed.	90.00
Haliburton & Lindsay	"	95.00
Lindsay & Port Hope	"	90.00
Sutton or Jackson's Pt. & Toronto.....	"	95.00
Penetang & Allandale & Barrie..	Pass. & Mxd.	138 00
Collingwood & Beeton.....	"	143.00
Peterboro & Lakefield.....	"	95.00
Galt, Berlin & Waterloo	"	125.00
Elmira Branch	"	125.00
Petrolia, Wyoming & Glencoe.	Pass. & Frt.	145.00
Stanford, St. Marys & London.....	Pass. & W. Frt.	110.00
Pt. Colborne & Pt. Dalhousie..	Pass. & Mxd.	105.00
Pt. Dalhousie & Pt. Colborne.....	"	105.00
Brantford, Harrisburg & Tilsonburg...	"	108.00
Tilsonburg, Harrisburg & St. George.	"	105.00
Pt. Rowan Branch.....	"	105.00
Durham Branch	"	100.00
Wiarton & Parkhead.....	"	115.00
London & Wingham.....	Passenger.	115.00
Wingham & London..... :	"	115.00
Wingham & London.....	Way Frt.	110.00
Southampton & Palmerston & return (1)...	Pass. & Mxd.	100.00
" " " (2)...		100.00
Kincardine & Palmerston & return (1).....		115.00
" " " (2).....	"	115.00
Western Division:		
Detroit & Port Huron.....	Way Frt.	110.00
Port Huron & Detroit	"	110.00

LIGHT TRAIN RUNS.

1. Passenger rates effective on the district travelled will govern.

2. If used for other service during the trip, such mileage or time be paid at the rates governing for the class of service performed.

PILOT OR PUSHER SERVICE.

1. Exclusive pilot or pusher service will be compensated for at regular road rates.

2. Engineers performing pilot or pusher service in connection with switching will be paid at the switching rate in effect at the station from which the work is done.

SHORT RUNS FROM TERMINALS.

1. Short trips or turn arounds, fifty (50) miles or less, will be rated as fifty (50) miles, and paid for at the regular rate for the class of service performed; any additional service performed in the same day will be paid actual time made.

2. Short return trips, continuous of regular trips will be paid actual mileage or time at the rate in effect for the class of service performed, but where men are held thirty minutes for special short return trip service, not part of their regular work, they will be allowed detention for the time so held.

CONSTRUCTION AND WRECK SERVICE.

When a trip, single or return, exceeds fifty (50) miles, pay will be allowed at mileage and detention rates for the class of service performed. The time occupied spotting cars at ballast pits will be considered as distinct from any such trip, and will be paid for at the hourly rate.

DETENTION.

1. On all passenger trains, not otherwise specified, detention will be paid for the time used in making the trip, in excess of the time necessary to complete the trip at an average speed of fifteen (15) miles per hour.

2. On all through freight, mixed and snow plow runs, not otherwise specified, detention will be paid for the time used in making the trip, in excess of the time necessary to complete the trip at an average speed of ten (10) miles per hour.

3. On all way freight runs of over 100 miles, not otherwise specified, detention will be paid for the time used in making the trip in excess of the time necessary to complete the trip at an average of nine (9) miles per hour.

4. Detention will be computed from the time a train is ordered to leave the point of departure until it is registered in, at the arriving terminal.

5. Fractions of an hour thirty (30) minutes or less will not be counted as one (1) hour.

6. Terminal delays in road service before departure to be reported on a separate ticket, and will be paid for at detention rate. Delays of less than one hour and thirty minutes (1 hour, 30 minutes) will not be counted. The time so made will be deducted form any detention earned on the trip.

7. Terminal delays in road service after arrival to be reported on a separate ticket, and will be paid for at detention rate. Delays of less than forty-five (45) minutes will not be counted. Delays of over one hour and thirty minutes (1 hour, 30 mins.)

to count two (2) hours. Terminal delay will begin when train is registered in at arriving terminal and when engine is delivered in engine house yard.

8. Detention will be paid at mileage rates for the class of service perfomed, based on detention speed limits.

MISCELLANEOUS SERVICE RATES.

1. Engineers acting as pilots will receive the schedule rate for the class of service performed.

2. Authorized deadheading on the company's business will be paid at half the passenger rate for the district travelled.

3. Engineers assigned to specified runs will be paid extra for work done outside of the regular run, and for work performed either before or after time card hours, at the rates effective for the class of service performed, and failing to make a full month will be paid pro rata for the service perofrmed.

4. Shop time, including time as acting as hostler, will be paid at the rate of $3.00 for each day of ten (10) hours; five (5) hours or less will be paid half day, over five (5) and less than ten (10) hours, one day.

5. Watching locomotives under steam or in tow will be paid at the rate of thirty (30) cents per day.

6. When an engineer is called and cancelled twenty-five (25) miles at regular trip rate will be allowed if not stopped before leaving home. Having left home he will be entitled to a trip ticket, and should sign the appearance book, but if other work can be found, he will be employed and his compensation will be computed from the time first called for at the rate effective for the class of service performed.

7. At stations where no regular force is provided engineers will be paid thirty (30) cents for turning, and properly housing each locomotive, day and night.

8. Engineers attending court or coroner's inquest on legal cases for the company will be allowed four dollars ($4.00) for each twenty-four (24) hours, or portion thereof, detention from duty. When such service is done on a day on which regular work is also performed, payment will be made pro rata for the time so occupied; when such service is done on a lay-off day the full rate will be allowed. Expenses will be allowed at the rate of two dollars ($2.00) for each twenty-four (24) hours away from home station. The court witness fees and mileage will be assigned to the company.

9. Switch locomotive engineers will be allowed an hour for meals, between the fifth and seventh hours on duty. If not possible to allow meal hour between the hours named, it will be paid for. Twenty minutes will be allowed for lunch.

10. Engineers will be paid thirty (30) cents per hour for the authorized heating of trains at terminals; fractions of an hour, thirty (30) minutes or less will not be counted.

11. Engineers ordered to leave Niagara Falls, Ontario, one hour previous to the schedule leaving time of the train from Suspension Bridge, N.Y., will be paid twenty-five (25) cents per hour; not more than one hour will be allowed.

12. Engineers when required by the company to learn the road will be paid the distance learned. This does not apply to newly employed or promoted engineers, who will learn the road in their own time.

13. Mileage will be allowed for light running to and from trains between Dearing

and Portland, Turcot and Bonaventure, London East and London, and Elsdon and Chicago.

GENERAL RULES.

1. The trip mileage will be computed from the train mileage.

2. When engineers whose compensation is on a mileage basis are obliged to double grades on account of the train tonnage exceeding the rated capacity of the locomotive, or to run for supply of coal or water, such mileage will be paid for at the rating specified for the district, and at the rate effective for the class of service performed; the time so made will be deducted from any detention earned.

3. Engineers taken from trains on the road to assist other trains will be allowed actual mileage at the rate effective for the class of train assisted; the time so made will be deducted from any detention earned.

4. Engineer on dummy engine, International Bridge, Port Erie, will be paid at switching rate.

5. When time is not allowed tickets will be returned to the locomotive foreman who will advise the engineer in writing why time is not allowed.

6. Station seniority list will be posted at the beginning of each year at each locomotive station.

7. When computing work done by the hour, thirty (30) minutes or less will not be counted; over thirty (30) minutes to count one (1) hour.

8. When engineers deliver engines or are held at foreign stations, if no engine is available within twelve hours to return with, they will be furnished with trip ticket and pass to return to the home station.

9. Engineers engaged in yard switching service will be paid five (5) hours for service performed less than five (5) hours, and ten (10) hours for service performed over five (5) hours and up to ten hours.

10. Engineers of road locomotives will be paid at switching rates when they are required to switch for over thirty (30) minutes at a terminal before or after the departure time of the train called for, or after the time the train is registered in.

ASSIGNMENT OF SERVICE.

1. Through freight locomotives and engineers, not assigned to preferred freight runs, will be run first in first out on the district to which they belong as far as practicable, in the service to which they are assigned.

2. Engineers on yard locomotives will take turn about working the day and night shift for the period of two (2) weeks.

3. Spare work will be performed by spare men first in first out if competent for the service required. Where spare men by continuous service cannot make fifteen (15) days per month the spare list will be reduced by putting junior men firing.

4. Upon application of the man entitled to the run, temporary vacancies of ten (10) days or more on regular runs will be filled by the qualified senior man in the freight service.

5. The spare list will be posted, it being the duty of the spare men to give continual attention to it, and be prepared for duty at any time, unless they shall have received permission to be absent.

6. Spare men not at home when called will lose their turn and fall to the bottom of the list.

7. Engineers assigned to regular runs will be regularly supplied with engines to make their regular trips; where the service demands it engines and men will be used as required.

CALLS.

1. Engineers must respond promptly to the call for duty. A grievance real or imaginary, should take the form of a complaint to be inquired into and dealt with at the proper time, but it does not justify refusal to comply with instructions.

2. A caller will be kept at stations where it is necessary to call engineers.

3. Men will be called at their regular registered residences, and as nearly as possible two (2) hours before the leaving time of the train. Each man when called must sign the call book, which will show the time called and the departure time of the train called for.

4. The distance limit for calling not to exceed one (1) mile, except in cases where this rule would impose a hardship on engineers who at the present time possess homes located outside the limit.

5. Engineers who are assigned to regular runs, will not be called for trains leaving between the hours of seven (7) a.m. and eight (8) p.m., out, if request is made of the foreman in charge, men who may arrive after eight (8) p.m., will be called for a regular run leaving at eight (8) a.m.

REST.

Engineers after a continuous service of twelve (12) hours or more, may have eight (8) hours rest before they are again caled upon for service, except in case of emergency.

LEAVE OF ABSENCE.

Leave of absence must be obtained from the foreman in charge. In the event of illness notice must be given immediately so that a substitute may be provided.

PROMOTION.

1. Senior engineers will have the precedence for promotion, dependent upon their general good conduct, faithful discharge of their duties, and ability to assume increased responsibility, the master mechanic to be the judge.

2. Vacancies on all regular runs will be advertised inside of ten (10) days and filled inside of twenty (20) days, if possible to do so.

3. Station and divisional promotion will prevail, the latter for engineers only for the first class trains. The first district will be considered as a division for promotional purposes.

4. Engineers who fail to pass the motive power and transportation department requirements will be given an opportunity to pass a second examination and failing will be dismissed.

5. When necessary to transfer engineer from one station or division to another, junior men only will be transferred. If it is necessary for them to remain for one

year at the station to which they are transferred, they will be classed as permanent men and retain their seniority.

DISCIPLINE.

1. Frequenting saloons, the use of intoxicating liquors or insubordination, will be sufficient cause for dismissal.

2. Engineers will be dismissed or suspended from the service only by the superintendent, master mechanic, assistant superintendent or trainmaster. They shall have a fair and impartial hearing, and investigation by the proper officials of the company will be held as soon as practicable after the occurrence. An engineer may select another engineer for the same division to attend the investigation and speak for him if he so desires. If not found guilty of the charge he will be paid for the time lost.

3. Where engineers are concerned, a representative from the Motive Power Department will be present at the Transportation Department investigations.

GENERAL DUTIES.

1. To economically handle and use the oil, coal, sand, water, waste and stores.

2. At Richmond, Montreal, Brockville, York, Ottawa, Madawaska, Depot Harbour, Mimico, Hamilton, Niagara Falls, Fort Erie London and Durand, engineers will place their locomotives for coaling and deliver them as close to the ashpit as circumstances will allow.

At other terminals engineers will, if the road is clear, place their locomotive opposite the coal chutes at the designated point at which it will be taken charge of and coaled by the shop staff.

3. To report for duty and register out forty-five (45) minutes previous to the time called to leave, and to be on hand and have the locomotive in readiness to start with the train at the time called to leave.

4. To examine the bulletin books and notice boards before leaving a terminal.

5. To enter rest required immediately on arrival at terminal in book provided for that purpose. If leave of absence on account of sickness or for any reason other than for rest is desired, to report personally to the foreman or his substitute.

6. To lock all locomotive seat, tool and equipment boxes, and to deliver the keys of same before leaving the company's premises, and to make report of all equipment missing or broken during the trip.

7. To assist in every manner possible in the event of a locomotive failure or casualty to avoid delay to the train and to clear the main line.

8. To make the light repairs which may be necessary to keep the locomotive in good condition for service during the period that branch train locomotives are kept from, and until they can be taken to round house terminals.

DUTIES AT ROUND HOUSE TERMINALS.

1. To make a thorough hammer test inspection of the locomotive both after arrival and previous to leaving a terminal, and engineers will be held responsible for any defects found inside of engine frames, except where they have booked inspection to be made, which must be only at points where and at times when there are no means of making the inspection.

2. To see that the locomotive has its proper equipment and a full supply of oil, sand, water, coal and stores before leaving the round house tracks to go on a run. In

the case of locomotives requiring to be equipped with tools before going into service, such work will be attended to by the shop staff.

3. To test the air pump, both injectors, lubricators and the steam heat equipment, and know that they are in proper working order previous to leaving the round house tracks to go out on a run.

4. To personally test the air brake and the signal whistle equipment by operating the engineer's brake valve and the angle cocks at the rear end of the tender, and to see that this equipment is in good working order, previous to leaving round house tracks to go out on a run.

5. To adjust the feeds of all oil cups, and to close the feeds immediately on arrival at a terminal.

6. To see that the automatic coupler knuckles are closed and that the air and steam hose are coupled to their respective fastenings, before the locomotive is delivered at a terminal.

7. To see that heaters are applied during severe weather to all pipes requiring such and before locomotives are delivered at a terminal.

8. To drain the water of condensation from the main and auxilliary reservoirs, triple valves, drain cups and all other portions of the air brake equipment, to prevent its accumulation, and in addition to see that all parts of the engine and tender and air appliances that are liable to damage by frost are properly drained when an engine becomes disabled in service.

9. To see that a judicious amount of water is left in the boiler of locomotives before they are delivered at the round house after arriving at a terminal.

10. To register in immediately on arrival at a terminal, and to make out the trip tickets and the forms used in reporting train detentions, casualties, personal injuries, stock struck, fires, etc., when such reports are necessary, before leaving the company's premises.

11. To make immediately on arrival at a terminal a complete written and intelligent report of all work necessary to be done by the round house force on the assigned locomotive.

12. To keep in adjustment the travel of the driver and engine truck brake cylinder pistons, when the same can be reached from the outside, and to test the air brake equipment, and to remedy or make prompt report of all irregularities.

13. To care for the trimming of the eccentric straps, also for the trimming of the top of the driver boxes where they can be conveniently got at. When this work is reported it will be attended to by the shop staff.

14. To pack the steam and air stuffing boxes on the boiler head and other steam throttles when it can be done with steam in the boiler, and can be conveniently reached. This work to be done by the shop staff when reported.

15. To pack the steam and air end stuffing boxes of the air pump piston rod.

16. To apply swabs to the valve stem, piston rod and air pump piston rod glands.

17. To pack the valve stem and piston rod stuffiing boxes of locomotives not equipped with metallic packing.

18. To clean and care for the head lamp, reflector, burner, chimney and the glass to the cage.

19. To care for the locomotive equipment.

20. To care for the air pump and see that it is kept in a clean condition and properly lubricated.

21. To make a complete and intelligent report of work necessary to be done on locomotives going to the shops for repairs.

DUTIES IN SERVICE ON THE ROAD.

1. To make as many intermediate inspections of the locomotive as opportunity may afford.

2. To renew the water gauge and lubricator glasses.

3. To tighten the nuts to all bolts found to be loose.

4. To close the feeds of all lubricators and oil cups when lying at stations or on side tracks for over five minutes.

5. To see that the heaters are applied properly to all injectors, steam heat, rail cleaner and other pipes requiring such heaters during severe weather.

6. To be responsible for the steam pressure and water in the boiler nad the steam heat line, and the air pressure in the train and signal lines being maintained and not increased.

7. To prevent such firing of a boiler as will produce black smoke and cause the steam to be relieved through the pop valves; all the surplus steam to be blown into the tender feed water.

8. To see that the firemen attend to the duties assigned to them and that they comply with the instructions in effect.

9. To handle the locomotive in such a manner as will give the best results, both as regards economy and efficiency; to make up all the time possible with trains that may be late or important and to handle the air brake an dsteam heat equipment in accordance with instructions, and to render the best of service.

10. To make a telegraphic report to the master mechanic of slide flat wheels under locomotive, and of accidents which result in damage to machinery or personal injury; and of causes for unusual delays to trains which may be chargeable to the motive power department.

11. To immediately notify the conductor in the event of a locomotive becoming disabled on the road so as to cause delay to trains, as to the reason of the failure, how soon the locomotive will be ready to proceed and with what portion of the train, so that the trainmaster can be advised and issue the necessary instructions.

(Signed) W. D. ROBB,
Supt. of Motive Power.

Approved :

(Signed) CHARLES HAYS,
Second Vice-President and General Manager.

On behalf of the locomotive engineers of the Grand Trunk Railway system, we accept the above schedule as in force for three years from August 1, 1907.

D. CAMERON,
J. BATTLEY,
J. S. JOHNSON.

Members of Board of Conciliation and Investigation.

ADAM SHORTT, *Chairman.*
J. CARDELL.

X.—APPLICATION FROM INTERCOLONIAL RAILWAY OF CANADA WITH REFERENCE TO FREIGHT HANDLERS IN ITS EMPLOY AT HALIFAX, N.S.—BOARD ESTABLISHED AND AGREEMENT CONCLUDED WHICH IS MADE APPLICABLE ALSO TO EMPLOYEES AT ST. JOHN, N.B.

On July 10, the department received an application from Mr. D. Pottinger, general manager of the Intercolonial Railway of Canada for the establishment of a Board of Conciliation and Investigation to adjust differences between the railway and certain freight handlers in its employ at Halifax. The latter were represented by the Freight Handlers' Union of Halifax. The number of employees directly concerned was placed at 55, and that of those indirectly concerned at 150, besides all shippers and receivers of freight; the questions at issue were stated to be the rate of wages and the classification of freight handlers in general. Prior to the reference of the dispute under the Act the men had been on strike for a few days, doubt of the applicability of the Act to the industry concerned having been entertained. Work was resumed on the reference of the dispute under section 5 of the Industrial Disputes Investigation Act, 1907, wherein it is provided that in the case of a dispute between a railway company and its employees the parties may refer the same for investigation either to a committee of Conciliation, Mediation and Investigation established under the provisions relating to railway disputes in the Act respecting conciliation and labour as indicated above, and in the event of a settlement not being reached before the committee, to a board of arbitration established under the same provisions; or to a board of conciliation and investigation established under the Industrial Disputes Investigation Act, 1907. Procedure under the Conciliation and Labour Act was selected in the present case.

The Committee of Conciliation, Mediation and Investigation established under the Act consisted of Prof. Walter Murray, Halifax, chairman; Mr. Henry Holgate, C.E., Montreal, nominated by the Intercolonial Railway, and Mr. R. E. Finn, M.P.P., Halifax, nominated by the Freight Handlers' Union; the chairman of the committee was named by agreement between the members recommended by the respective parties. The committee met at Halifax on July 27 to endeavour to secure a settlement by means of conciliation, but on July 30, the Minister of Labour received a telegram from the chairman to the effect that it was impossible to effect an agreement in this way and recommending that the differences should be referred to a board of arbitrators. The parties to the differences having respectively informed the minister that the members of the Committee of Conciliation and Investigation were acceptable as a board of arbitrators, the minister duly established the three gentlemen named as a board of arbitrators, and the board proceeded immediately to take evidence under oath and otherwise inquire into the dispute that had been brought before it.

The Committee of Conciliation, Mediation and Investigation held sessions on July 27 and 29, and the Board of Arbitrators met on July 31 and daily on week days thereafter until August 8. The subject of the dispute, while local in its origin, involved indirectly not merely the whole road but some questions of management and for these reasons the inquiry before the board took a much wider range than it

would otherwise have done. The inquiry was of a most careful nature and the acceptance by the management of the findings of the board entailed in some cases changes of considerable importance. The findings were accepted by the management of the railway as applicable to the freight handlers employed at St. John, N.B., as well as to those at Halifax, N.S.

REPORT OF THE BOARD.

The report of the Board of Arbitrators was as follows :—

HALIFAX, N.S., August 8, 1907.

To the HONOURABLE RODOLPHE LEMIEUX,
Minister of Labour,
Ottawa.

HONOURABLE SIR,—In the matter of the Conciliation and Labour Act of 1906 and in the matter of the reference of certain differences between the Intercolonial Railway of Canada and certain of its employees, members of the Freight-Handlers' Union of Halifax, to the undersigned as a Board of Arbitration under the provisions of the said Act, your Board respectfully submits the following report:—

On the 5th day of July, 1907, the following resolution was adopted by the Freight-Handlers' Union of Halifax:—

Moved by James Clark, seconded by John Burns, that the Freight Handlers' Union of the I.C.R., at Halifax, N.S., agree to submit the case, which is the cause of the dispute with the I.C.R., as set forth in schedule submitted by them to Mr. G. M. Jarvis on the 18th day of June, to a Board of Conciliation and Investigation, which said board shall be convened within fifteen days from the receipt of this resolution by the management of the I.C.R., to be appointed under the provisions of the Conciliation and Labour Act provided that the question of the rates to be paid by the said I.C.R., and the date from which the same are payable are left to the said Board of Conciliation and Investigation to finally determine

Passed unanimously.

Dated at Halifax, this 5th day of July, A.D. 1907.

(Signed) WILLIAM ALLEN,
President.
J. W. CLARK,
Secretary

Through Mr. George M. Jarvis, the following answer was given by Mr. D Pottinger, the General Manager of the Intercolonial Railway: 'Moncton, July 5th, 1907. The Department agrees to the proposal submitted by the Freight Handlers' Union, the men to return to work at old rates, and matter in dispute to be submitted to a Board of Conciliation and Labour Act.

'In accordance with the provisions of the Conciliation and Labour Act of 1906, the Committee of Conciliation appointed by you on the 22nd of July, 1907, endeavoured to effect an amicable settlement of mediation and conciliation Unfortunately it failed, and on the 29th of July submitted its report.'

The Board of Arbitration to which you then referred the differences met within the Province Building, Halifax, on the 31st day of July, and concluded its sessions on the 8th day of August.

Mr. George M. Jarvis was present to represent the Intercolonial Railway and Messrs, William Allen and Aaron Mosher to represent the Freight Handlers.

The Board decided to conduct its proceedings in private and not to permit counsel to appear on behalf of either party. Several witnesses were examined and the parties fully heard.

The conclusions of the Board are unanimous and cover the various points in dispute.

In reaching its conclusions, the Board, while fully realizing the indirect effects of any decision which it might reach, held to the principle, which is followed by other railways and is recognized in the Fair Wage Schedule of the Department of Labour, that the rates of pay for similar services should vary in different localities, according to the local labour market and cost of living.

With reference to the contentions of the Freight Handlers of the Intercolonial Railway in the city of Halifax the Board holds—

1. That the foreman checkers in charge of the Outward and Inward Sheds and the yard should be paid at the rate of $60.00 per month.

2. That a checker receiving outward freight or checking inward freight from car to shed should be paid at the rate of $52.50 per month.

3. That a junior checker delivering inward freight should be paid at the rate of $47.50 per month.

4. That porters, while temporarily doing junior checkers' work should be paid at junior checkers' rates, and in general that men doing the same kind of work be paid at the same rate.

5. That porters be paid for a day of 10 hours at the following rates :—for the first year of service at $1.50 a day and subsequently at $1.60 a day, but after five years of satisfactory service they shall be paid $1.65 a day. All overtime to be paid pro rata.

6. That all promotions be determined primarily by efficiency and secondarily by length of service.

7. That the foregoing rates take effect from April 1, 1907.

Respectfully submitted,

(Sgd.) WALTER C. MURRAY,
Chairman.
HENRY HOLGATE,
R. E. FINN.

The full effect of the award of the Board of Arbitrators may be better understood with a brief explanation. The Intercolonial Railway had increased the pay of the porters from $1.40 to $1.50 per day, dating from April 1, 1907. The men claimed when they struck that they should receive $1.75 per day. The board decided that the porters should be paid for the first year of service at the rate of $1.50 per day, and subsequently at the rate of $1.60 per day, but that after five years of satisfactory service they should be paid $1.65 per day, this sliding scale to take effect from April 1, 1907. There were, it was stated by the management of the railway, no porters at Halifax who had been in the service for only one year, the junior of all the porters having come into the service in March, 1905; the effect of the award, therefore, was that all the porters at Halifax received an increase of ten cents per day from April 1, 1907. There were 13 checkers at Halifax. Of these checkers three were foremen who were, at the time of the strike, receiving $57.50 per month, having received an increase of $2.50 per month on April 1, 1907; by the decision of the board these three received a further increase of $2.50 each, from April 1, 1907, bringing their pay to $60.00 per month. The board decided that the next grade of checkers shall receive $52.50 per month. Eight of the checkers who were receiving $52.50 and $57.50 per month received an increase. Eighteen porters who had been engaged more or less doing the work of checkers, and who under the award of the board were to receive checkers' pay, also received some increase in pay.

The department subsequently received communications from the employees stating that at a meeting of the Freight Handlers' Union at which the copy of the award of

the Board of Arbitrators received from the Department of Labour was read to the members, the following resolutions were passed unanimously by standing vote, viz. :

Moved by Avon Mosher and seconded by H. Mullaney :

'That the Freight Handlers' Union of Halifax of the I.C.R., accepting as they do the award of the Board of Arbitration, desire to express their sincere appreciation of the splendid service rendered by Mr. R. E. Finn as their advisor and true friend of the workingmen, both before, and during the arbitration, and also their thanks to Prof. Walter Murray for the fair and impartial manner in which he presided over the Board of Arbitration which settled our differences so well.'

Moved by John Curren, seconded by A. Simmons :

'That we earnestly thank our representative, President William Allen, and Treas. Avon Mosher, for the fine manner in which they helped to prepare our case and carry out wishes, which materially assisted in the great advantages we have gained by the award of the Board of Arbitration.'

XI.—APPLICATION FROM EMPLOYEES OF CUMBERLAND RAILWAY AND COAL COMPANY, SPRINGHILL, N.S.—ESTABLISHMENT OF BOARD—PROCEEDINGS OF BOARD INTERRUPTED BY A STRIKE—RESUMPTION OF WORK—UNANIMOUS REPORT OF BOARD.

On July 12 the department received from the representatives of Pioneer Lodge, P.W.A., an application for the establishment of a Board of Conciliation and Investigation to adjust differences between the Cumberland Railway and Coal Company Limited, of Springhill, N.S. As will be seen by reference to section 5 of the present article a board was at the time in session with regard to differences that had already been referred for investigation. As in the previous case 1,700 men were alleged to be affected.

The present application was wholly distinct from either of the applications previously received and was signed for Pioneer Lodge by Thomas Blenkhorn, Pastmaster Workman, and William Watkins, secretary.

The differences involved were declared to be as follows :—First—in respect to the price per box to be paid for extracting pillars in No. 3 mine in the section known as the 3,800 east side under seam; second, in respect to yardage price to be paid for ribbing in of boards in the section known as the 3,200 east side top seam, No. 3 mine. Pioneer Lodge No. 1, further asked that there might be referred to the board for the establishment of which application was now being made any dispute which might arise between the contending parties from the date of application up to and including the date of the sittings of the said board, 'the object of the lodge in this respect being,' stated the application, 'to have a final and satisfactory adjustment of all matters in dispute between it and the said company which may be pending up to date of the sittings of proposed board.'

The minister decided to establish a board and Messrs. P. S. Archibald, of Moncton, N.B., and R. B. Murray, of Springhill, N.S., were appointed members on the nomination of the employer and employees respectively. Messrs. Archibald and Murray were the gentlemen who, on the recommendation of the disputing parties, had been appointed by the minister to the board established on the application of Pioneer Lodge with reference to a previous dispute. These gentlemen having conferred together with a view to agreeing on a third person to recommend to the minister for third member, found it impossible to arrive at an agreement on the subject and notified the minister accordingly. The minister thereupon appointed His Honour Judge Patterson, of New Glasgow, N.S., as third member and the board began its investigation into the dispute on Wednesday, July 31.

On August 1, however, the employees concerned ceased work in consequence of a strike ordered as an outcome of the dispute referred to the earlier board. The board established in the present dispute suspended its sittings on the declaration of a strike and attempted to conciliate the contending parties; failing to do this, however, the board adjourned to meet at the call of the chairman. On September 9 the board reconvened at the call of the chairman and reopened the investigation. Mr. P. S.

Archibald, the member appointed on the recommendation of the company notified the chairman on September 12 that he considered that the chairman had no jurisdiction to proceed with the inquiry and that he would not therefore continue to act as a member of the board. Several witnesses were examined by the remaining members of the board and a report was prepared under date September 12 and forwarded to the Minister of Labour. Owing to the continuance of the strike and the possibility that the board might be called upon to sit again, the minister deemed it advisable to consider the report in the meantime as of an interim character only and copies were not therefore at that time forwarded to the parties concerned.

On October 31 the strike ended, and the board not having been reconvened, copies of the report of September 12 were forwarded to the parties concerned. The employees replied under date of November 25, stating their willingness to accept the findings of the board. No reply was received from the company.

FINDINGS OF THE BOARD.

The text of the board report was as follows:—

The board composed of R. B. Murray and P. S. Archibald, Esquires, and Judge Patterson, chairman, pursuant to notice given by the chairman to the parties interested, met on July 31, 1907, at 10 o'clock a.m., in a public hall in Springhill, the locality of the said dispute, and having taken the proper oath of office, proceeded with the reference.

The employees were represented by three of their number designated by Pioneer Lodge, P.W.A., to which all the employees interested, belong.

We desire to compliment them on the fair and honourable way in which they conducted their case.

The company was represented by three members of its staff, with whose efforts to substantiate the company's contention no fault could be found. Unfortunately, the representatives of the company later on withdrew from attendance at the board meetings.

After formal opening, the taking of evidence was begun and continued until about noon, when an adjournment of two hours was taken. This adjournment the chairman spent in endeavouring to effect a settlement, not only of the matters specifically before the board, but of matters that had been dealt with by a previous board, and upon which strike was threatened. The taking of evidence was resumed at half-past two, and continued until four o'clock, when another adjournment was taken, and negotiations for settlement were again entered into by the chairman. He had repeated conferences with the employees and with the solicitor of the company, and on behalf of the employees made a number of proposals to the company through their solicitor, but the company could not see its way clear to accept any of the offers so made. No settlement having been reached, the threatened strike went on. After consultation with both employees and the company, when the board met on the morning of August first, it was decided that in view of the fact that the strike was on, it would be wise for the board to adjourn the present reference, to reconvene at the call of the chairman.

On receipt of your telegram of the 6th instant, the chairman called the board together to meet at Springhill at three p.m., on Monday, September 9. Immediately

upon the meeting of the board, the solicitor of the company objected to the board going on, his objection shortly being that the employees having ceased work in accordance with a notice they had given the company, were no longer employees of the company, and the Industrial Disputes Investigation Act only covered cases of disputes between employers and employees actually at work. In view of this objection, the board adjourned until the next morning, in order that the chairman might consult you. The eccordingly wired you, asking for instructions. Next morning, no reply having been received, another adjournment was taken until four o'clock in the afternoon. At this last named hour there was still no reply from you, and a further adjournment was taken, until Wednesday, September 11, at four p.m. Meantime, a telegram was received from your deputy advising the board, under the circumstances, to do what it deemed most expedient. In order that no injusitce might be done the company, who at this meeting were not represented, an adjournment was had until the next morning, and a written notice given to the company of the board's intention to proceed with the hearing.

When the board met again, pursuant to adjournment, Mr. Archibald, the company's nominee on the board, was not present though he was fully aware of the time and place to which the board had adjourned, and had consented to the adjournment as made. No representatives were present on behalf of the company at this meeting, or any meeting subsequent to that on the 9th instant. The undersigned went on with the taking of the evidence, and when it was about completed, the chairman received the following communication from Mr. Archibald :

SPRINGHILL, N.S., September 12.

Mr. JUSTICE PATTERSON,

Chairman, Board of Conciliation, &c.

DEAR SIR,—In my opinion, as I explained to you personally, the board has no jurisdiction to proceed with the arbitration. I must therefore, with regret, refuse to act any longer as a member (Section 48 (2) of the Act.)

'The department evidently recognize this as a correct position, or we should have received instructions to the contrary.

Yours truly,

(Sgd.) P. S. ARCHIBALD.'

We completed the taking of the evidence, all of which, with the various exhibits, is annexed hereto.

During the periods of adjournment, the chairman was actively engaged in carrying on negotiations between the parties, but utterly without success.

When the company withdrew from further participation in the proceedings, the men's case was not finished. We have therefore had no evidence on behalf of the company, and were without the assistance of their nominee in preparing this report. We recognize that the value of any report or finding made under such circumstances must be of necessity greatly increased. Nevertheless, we deem it our duty to give you the result of our consideration of the evidence presented to us. We will deal with the cases in the order set out in the application for apppointment of board.

Case (*a*) This case is stated in the application thus :

'There has been an arrangement in operation for some years whereby close work and ribbing in bords is paid so much per box for coal and so much per lineal yard

for wall, and when the bords are driven to the limit and the work of extracting the pillars commences, the equivalent of the yardage should be added to the price per box in pillars, less 4c. per box differential in the price of bord and pillar work.'

The company's reply to this was as follows :

'There has never been an agreement in operation, nor is there one at the present time, in respect to the price per box for drawing pillars in the entire east side of No. 3 mine, as set out in the complaint. At no time in this section of the mine has the equivalent of the yardage been added to the price per box in pillars less 4c. differential. On the contrary, in each successive lift, special rates for pillar work have been from time to time made to suit the varying local conditions.'

We have no hesitation in finding that such an arrangement as claimed by the employees has been in force since 1894, and is still in force. A written agreement between the company and the employees dated May 18, 1894, was put in evidence. This agreement contains this clause, the only reference in it to this matter :

> 'It is mutually agreed and understood between the parties that the arrangement previously entered into by the said Christopher Hargreaves and a Committee of said Lodge in reference to the difference in price between close and pillar work, viz., four cents, is not affected by anything in this agreement.'

The 'arrangement previously entered into' referred to, and in a measure ratified by this agreement, was apparently a verbal one, but its existence is sufficiently established apart altogether from the agreement, by the production of the original minute book of Pioneer Lodge, P.W.A., where, under date of April 26, 1894, there is a report received from a committee appointed on this and other disputed points, setting out that this differential price had been agreed on—a report which the lodge adopted. The cross-examination, to which the company's representatives subjected the witnesses on behalf of the employees, as well as their reply, shows that the company do not actually deny that such an agreement was made. What they do say is that it does not apply 'in the entire east side of No. 3 mine'—in other words, that it was of local application. One will search in vain the clause we have quoted from the agreement for any hint that it was of merely local application, or not to apply to the whole colliery. We can hardly believe the company serious in suggesting that we should read the agreement as not applying to the entire east side of No. 3 mine. If they were, it is easy to see that they would similarly suggest it did not apply to any other section where a dispute might happen to arise. It was never suggested by cross-examination, nor is it suggested in the reply, that the agreement was changed by any subsequent agreement. What the company did endeavour to show was that men had been paid and had accepted less than, under the agreement, these men were entitled to, but we do not think we should be asked, or expected to hold, that even a long-established and universally recognized custom on the part of the men to take less than they were entitled to would warrant the company in saying that the agreement was abrogated. But far from a long established or universally recognized custom being proved, all that was shown to us was that an occasional man, sometimes a newcomer, who did not know of the agreement, had been content to take less that he might have had.

In conclusion as to case (*a*) we find that the agreement of May 18, 1894, as to the difference in price between bord and pillar work has never been changed, and is still in force over the whole colliery.

With respect to the second case (*b*) referred to in the application for this reference, the section where the claim is made for more price is known as the 21 incline, east side, top seam, No. 3 mine.

It appears from the evidence that ribbing in a pillar consists practically of driving a new bord, the work in connection with one being almost identical with the other, save that in some cases with ribbing in, the coal sets or hardens, making the work more difficult than when driving an ordinary close place.

It further appears from the evidence of the witnesses examined in this connection that it has always been the practice in this colliery to pay the same price per box for coal and the same amount for yardage in ribbing in, as in bords or other close work.

All the evidence in this case was taken in the absence of the company's representatives, and except from their reply, no idea can be formed of what their answer would have been. The employees produced a mass of evidence in support of their contention, and there being no contradiction of it, the undersigned are bound to hold the case made out, that is to say, that in the section in dispute, the yardage for ribbing in should be the same as yardage for tight bords, and the price that should be paid for ribbing in in such section is 43c. per box and $1.25 per yard.

The extraordinary course pursued by one of the parties to the investigation has left us in some doubt as to whether we should at this time make the full report required by section 25 of the Act. Possibly only an interim report should for the present be sent. After carefully considering the matter, we have decided that the party having done everything in its power to aid the board should not be denied whatever benefit there may be from our conclusions upon the evidence submitted.

All of which is respectfully submitted.

(Sgd.) GEO. PATTERSON,
Chairman.

(Sgd.) R. B. MURRAY.

Springhill, N.S., Sept. 18, 1907.

XII.—APPLICATION FROM THE EMPLOYEES OF THE MONTREAL COTTON COMPANY AT VALLEYFIELD, QUE.—BOARD ESTABLISHED—AGREEMENT AFFECTED—FIRST APPLICATION OF ACT TO DISPUTES OUTSIDE THE PUBLIC UTILITY CLASS—INTERVENTION BY THE DEPARTMENT AT REQUEST OF PARTIES CONCERNED.

On August 26 the department received from representatives of the employees at Valleyfield, Que., of the Dominion Cotton Company, Montreal, an application for the establishment of a Board of Conciliation and Investigation to adjust differences between the parties named. This was the first application for the establishment of a Board of Conciliation and Investigation under clause 63 of the Act, which allows a reference under its provisions of a difference in any industry other than that of a mine or public utility in the event of both parties to the said difference consenting to such reference. The application was signed by Maurice Neveu, president of Local Union No. 10 of the Federation of Textile Workers of Canada, and by Joseph Chasle, general secretary of the same organization. The employees were designated as Local Unions 8, 9 and 10 of the Federation of Textile Workers of Canada, and the approximate estimate of the number of employees affected was 2,200, representing 950 males, of whom 250 were stated to be under the age of 21 years, and 1,250 were females. The statement of differences showed the same to be mainly of a technical character or to relate to the internal economy of the mills. They were set forth formally as follows:—

1. That all employees working beyond regular hours shall receive 20 per cent over their regular wages.
2. That the price list as arranged shall be posted in all departments at the door and in sight of the employees.
3. That the construction of cloth woven shall be a part of the wrap put in looms.
4. That a new system be devised whereby the weaver shall have the benefit of the cloth woven on his looms at the expiration of the fortnight.
5. That certain foremen and other subordinate officials have treated the employees under their charge with partiality and have dismissed some employees unfairly.
6. That the ten per cent increase of wages promised by the company in May last was not granted to the whole of the employees, and that in a number of cases where it was granted the character of the work was subsequently changed in such a way that the benefit of the increase was partly lost.

It may be added that prior to the agreement to refer these differences to a Board of Conciliation and Investigation, there had been a strike of ten days' duration on the part of the employees at Valleyfield. The ostensible cause of the strike had been a dispute with reference to the wages paid to the mule spinners. The dispute would appear to have been on the eve of settlement, when, apparently through a misunderstanding on the one side or the other, the employees ceased work in a body. This occurred on Wednesday, August 14. The management then asked the assistance of the Department of Labour in reaching an agreement, and Mr. F. A. Acland, secretary

of the department, and Mr. V. DuBreuil, an official of the department, visited Valleyfield for that purpose, having first ascertained from Mr. Wilfrid Paquette, president of the Federation of Textile Workers of Canada, that the employees were on their part willing to accept the good offices of the department in the work of conciliation.

On the cessation of work by the employees at Valleyfield a public meeting of the hands was held at which the differences were discussed and a resolution was passed setting forth various grievances on their part as set forth above, in addition to that of the mule spinners, and including a demand for an increase of wages amounting to 10 per cent for all hands other than the mule spinners.

During the negotiations that followed, conducted through the medium of the officers of the department, an agreement with regard to the mule spinners, the original cause of the dispute, was made with the company, which was acceptable to the employees. With reference to the ten per cent increase demanded, it was contended by the company that an increase of five per cent had been given voluntarily by the company in the preceding month of February and a second increase of ten per cent had been granted in response to the demands of the union in the preceding month of May, and that consequently a further increase for the present at least was impossible. Finally it was agreed between the disputing parties to refer for adjustment before a Board of Conciliation and Investigation, established under clause 63 of the Industrial Disputes Investigation Act, 1907, the list of grievances as set forth above. This decision was reached unanimously on the part of the employees at a mass meeting on the evening of Saturday, August 24, and the whole of the hands returned to work on the following Monday morning, August 26.

The establishment of the board was at once proceeded with by the Minister of Labour, and the following appointments were made : nominated by the employers, Mr. Duncan McCormick, K.C., Montreal; nominated by the employees, Mr. Wilfrid Paquette, Montreal. In the absence of a joint recommendation by Messrs McCormick and Paquette the minister appointed as third member and chairman of the board the Honourable Mr. Justice Fortin, of the Supreme Court of Justice.

The board met in Montreal on September 5, and decided to visit the premises of the Montreal Cotton Company at Valleyfield before proceeding with the inquiry, and accordingly visited Valleyfield on the following day. The inquiry was then proceeded with, occupying several days, and entailing the examination of a number of witnesses. The proceedings before the board resulted in effecting an agreement between the parties to the differences, which was on September 17 signed by three representatives respectively of the employers and employees. The signatories on behalf of the company were Messrs. S. H. Ewing, H. Markland Molson and Louis Simpson, president, vice-president and manager respectively of the Montreal Cotton Company, and those on behalf of the employees were Messrs. Maurice Neveu, George Nightingale and Leandre Levack.

The report of the board was dated at Montreal, September 20, and was unanimous, being signed by Thomas Fortin, chairman, Duncan McCormick and Wilfrid Paquette.

A noteworthy feature of the argrement reached the board was the establishment of a permanent committee of conciliation 'to avoid further differences between the employees and the company, and to arrive at a prompt settlement of the same, if any

should arise.' To such committee were to be referred from time to time all grievances that may arise between the employees and the company, not disposed of to their satisfaction by reference to the foreman, superintendent or general manager, with the exception of a general increase or decrease of wages. With respect to the time during which the agreement should continue, it was agreed that it should last in any case until May 4, 1908, and subsequently until either party thereto should give to the other party a written notice of cancellation of the same. The agreement provided that 'in case of disagreement as to the appointment of such third member then the two members shall submit three to five names to the Minister of Labour, praying him to appoint such third member from the names submitted, and the person so appointed by the Minister of Labour shall be third member of the committee.' The committee established by the board consisted of Mr. Maurice Neveu, weaver, representing the employees; Mr. H. Markland Molson, representing the employing company; and Mr. James A. Robb, mayor of Valleyfield; in case Mr. Robb could not act as such member the following gentlemen to be successively requested to act, viz., Monseigneur Allard, cure of Valleyfield, and Mr. Solyme Brodeur, prothonotary, of the same place; the third member to be chairman of the committee.

The agreement reached before the board was submitted before being signed to a general meeting of the employees at Valleyfield on September 17, and was unanimously approved in the following resolution, viz. :

> Whereas certain complaints had been submitted to Board of Conciliation under the Lemieux Law, and
>
> Whereas a committee of representatives of the said workmen has followed the proceedings of the Board of Conciliation, and we have received explanations from them and from the member of the Board representing our interests.
>
> It is therefore resolved unanimously that a Committee of representatives of the employees and the members of the Board representing our interests be authorized to sign the agreement concluded between the parties interested.
>
> ISIDORE DION,
> *President.*
>
> THOMAS CROOK,
> JOS. CHASLE,
> *Joint Secretaries.*

It was regarded as a matter of particular gratification that an agreement of so comprehensive a character establishing machinery for the settlement of most differences that might occur in the future should have been reached in the case of an application referred for adjustment under the Act by consent of both parties concerned, and not relating to a dispute which comes directly within the scope of the machinery of the Act. It was hoped that the incident might serve as a valuable precedent for the settlement by the same methods of other industrial differences all of which may be brought within the scope of the Act by the mutual concurrence of the parties affected, leading thus to a wide extension of the usefulness of the Act.

TEXT OF REPORT AND AGREEMENT.

The complete text of the report submitted by the board and of the agrement effected was as follows :

In the matter of the Industrial Disputes Investigation Act, 1907, and of a Dispute between the Montreal Cotton Company, Valleyfield, Que. (Employer), and Local Unions, Nos. 8, 9 and 10, of the Federation of Textile Workers of Canada (Employees).

To the Honourable Rodolphe Lemieux,
Minister of Labour,
Ottawa.

Sir,—We, the undersigned members of the Board of Conciliation and Investigation in the above matter, beg respectfully to submit the following report:—

In pursuance of their appointment the members of the Board first met on the 5th instant, and, after being duly sworn and exchanging views as to the best method of dealing with the matter in dispute, they decided to visit the premises of the Company, in order to facilitate their understanding of the technical terms which might subsequently be used in the proceedings before them.

On the following day this visit took place, after which it was agreed that the Board should meet in Montreal, on the 10th instant, in order to see how far it was possible to dispose of the points in issue between the parties without an investigation.

At the meeting the Board went over all the matters in dispute, and after some discussion it appeared to them that it was hardly possible to come to any definite agreement upon any point without the presence of representatives of both parties, so an adjournment was made to the next day and summonses were sent to three representatives of the employees. It was further agreed that three representatives of the Company should also appear before the Board.

In the presence of these gentlemen every complaint was successively examined and discussed, and a proposed settlement upon each point was taken down.

This work was also continued the whole of the next day, when the 6th question was reached, and as it contained statements of facts which were not admitted it was agreed that witnesses should be examined on behalf of the employees the following day. On that day the proceedings were continued and 12 witnesses were examined by the members of the Board and the representatives of the parties.

The Board adjourned to meet again on the 16th instant, for the purpose of hearing more witnesses for the employees, and also whatever witnesses the Company might wish to produce on its behalf.

On the 16th instant the representatives of the parties declared that it appeared to them unnecessary to procure evidence upon points already established by the previous witnesses, and after some discussion an agreement was finally reached upon the question then under examination, a result that consequently brought the investigation to a satisfactory termination.

The members of the Board had already informally discussed the suggestion contained in your letter of the 4th of September to the Chairman, with regard to the advisability of establishing a permanent Committee of Conciliation, and this was immediately taken up by the Board with the assistance of the representatives of the parties.

The result of the proceedings of the Board is to be found in the copy of the Agreement upon the whole matter, duly signed by the parties, and which is transmitted to you with the present report.

You will find in that Agreement that the idea of the Permanent Committee has not only been adopted by the parties, but that the Committee has actually been established by the Board, with the consent of the parties and that it is at this moment in a position to act, if necessary.

Before being signed this agreement was submitted for approval to a full meeting of the employees, by Mr. Paquette, their representative on the Board, and was unanimously and heartily accepted.

All the proceedings have, by consent, been carried on privately and without the parties being represented by counsel as was at first proposed.

It was agreed that no information whatever should be given out to any one before the conclusion of the proceedings before the Board and this understanding was observed by all.

The Board does not feel called upon to make any recommendation except perhaps to join in the prayer contained in the Deed of Agreement by which the Minister of Labour is asked to appoint a chairman to that Permanent Committee whenever it is necessary so to do.

Before concluding, the Board wishes to state that, although the proceedings were somewhat prolonged, they found that all parties seemed animated by a friendly spirit, and displayed great fairness in dealing with the matters involved in this dispute.

The Board feels justified in hoping that the settlement arrived at may be found satisfactory not only for the present but also, and possibly more particularly, for the future.

We have the honour to be, sir,
Your obedient servants,

(Sgd.) THOMAS FORTIN,
Chairman.
DUNCAN McCORMICK,
WILFRID PAQUETTE,

MONTREAL, Sept. 20, 1907.

In the matter of the Industrial Disputes Investigation Act, 1907, and of a Dispute between the Montreal Cotton Company, Valleyfield, Que, (Employer), and Local Unions, Nos. 8, 9 and 10, of the Federation of Textile Workers of Canada (Employees).

AGREEMENT OF THE PARTIES.

First Claim.—That all employees working beyond regular hours shall receive 20 per cent over their regular wages.

Agreement Thereunder.—That the following employees, to wit: those working in the cloth-room, bleachery, dyeing, finishing and mechanical department, which latter includes, blacksmiths, steamfitters, tinsmiths, mechanics, carpenters, millwrights and painters, working beyond regular hours, shall receive 20 per cent over their regular wages, from the day of the second pay after the signature of this agreement.

All employees in the other departments shall be subject to special arrangements with the management.

Second Claim.—That the price list as arranged shall be posted in all departments at the door and in sight of the employees.

Agreement.—That the price lists for piece work shall be posted in all departments in sight of the employees.

That the construction of cloth woven shall be a part of the wrap put in looms.

Agreement.—That the length, width, pick, counts and weaving price be stated upon the slasher ticket which accompanies the wrap to the weaving-room.

Fourth Claim.—That a new system be devised whereby the weaver shall have the benefit of the cloth woven on his looms at the expiration of the fortnight.

Agreement.—That the new system as explained by Mr. Simpson whereby the weaver shall have the benefit of the cloth woven on his looms at the expiration of the fortnight is accepted.

Fifth Claim.—That certain foremen and other subordinate officials have treated the employees under their charge with partiality, and have dismissed some employees unfairly.

Agreement.—This complaint having been dismissed it was decided by mutual consent not to press the matter any further.

Sixth Claim.—That the 10 per cent increase of wages promised by the Company in May last, was not granted to the whole of the employees, and that in a number of cases where it was granted, the character of the work was subsequently changed in such a way that the benefit of the increase was partly lost.

Agreement.—The parties having been fully heard on this complaint, and a certain number of witnesses having been examined on the part of the employees, it was agreed in order to avoid further expense and loss of time, as follows:—

(1) That the different cases mentioned by the witnesses with regard to the application of the increase of May last, be looked into by Mr. Paquette, on behalf of the employees and by Mr. Simpson on behalf of the Company and be adjusted by them.

(2) That in case of disagreement between Mr. Paquette and Mr. Simpson the matters in disagreement be referred to the permanent Committee of Conciliation hereinafter established.

And in order to avoid further difference between the employees and the Company, and to arrive at a prompt settlement of the same, if any should arise, it is agreed that a permanent Committee of Conciliation be appointed, composed of three members, one of whom shall represent the Company and be a member of the Board of Directors of said Company; one member to be appointed by the employees from amongst themselves, and the third member to be chosen by the other two members, and to be a citizen of the County of Beauharnois.

In case of disagreement as to the appointment of such third member then the two members shall submit three to five names to the Minister of Labour praying him to appoint such third member from the names submitted and the person so appointed by the Minister of Labour shall be third member of the Committee.

And it is hereby agreed that Mr. Maurice Neveu, weaver, be appointed a member of said permanent Committee of Conciliation to represent the employees, and Mr. H. Markland Molson, one of the Directors of said Company, be appointed a member of said Committee to represent the Company.

And it is hereby agreed by the said Messrs. Neveu and Molson that Mr. James A. Robb, Mayor of Valleyfield, be appointed third member of said Committee, and be respectfully prayed to act as such.

And in case Mr. Robb could not act as such member when necessary, the following gentlemen be successively requested to act: Monsigneur Allard, Curé of Valleyfield, and Mr. Solyme A. Brodeur, Prothonotary, of same place. The third member shall be the chairman of the Committee.

To such Committee shall be referred from time to time all grievances that may arise between the employees and the Company, that are not disposed of to their satisfaction by reference to the foreman, superintendent, or general manager, with the exception of a general increase or decrease of wages.

It shall be the duty of said Committee to meet as promptly as possible, when called upon to do so, for the determination of any matter that will come before it.

It is also decided that the present agreement shall remain in full force and effect between the parties until either of them shall give to the other party a written notice of cancellation of the same, but such notice shall not be given prior to May 4th, 1908.

Montreal, 17th September, 1907.

Signed on behalf of the employees

(Sgd.) MAURICE NEVEU,
GEORGE NIGHTINGALE,
LEANDRE LEVACK.

Signed on behalf of the Company

(Sgd.) S. H. EWING,
President.
H. ARKLAND MOLSON,
Vice-President.
LOUIS SIMPSON,
Manager.

THOMAS FORTIN,
Chairman.
DUNCAN McCORMICK,
WILFRID PAQUETTE.

True copy.
(Sgd.) THOMAS FORTIN,
Chairman.

XIII.—APPLICATION FROM RAILROAD TELEGRAPHERS EMPLOYED BY THE CANADIAN PACIFIC RAILWAY COMPANY—BOARD ESTABLISHED—AGREEMENT CONCLUDED.

An application was received in the department on September 5 for the establishment of a Board of Conciliation and Investigation to adjust differences between the Canadian Pacific Railway Company and various employees represented by the Order of Railroad Telegraphers. The application was submitted on behalf of the telegraphers by Mr. D. Campbell, Toronto, third vice-president, of the Order of Railroad Telegraphers, and Mr. Ed. Goulet, Montreal, general chairman, System Division No. 7, Order of Railroad Telegraphers. The number of employees estimated to be affected, was placed at 1,656, including six females. The differences, declared the applicants, concerned train despatchers, agents, telegraph operators, linemen and levermen, members of the Order of Railway Telegraphers, over all lines of the Canadian Pacific Railway.

The matters in dispute were numerous and important, including not only the question of rates of pay over the whole system, but such points as the classes of employees to be included in the schedule of rules and rates of pay applying to telegraphers, the character of services to be performed, the hours of work, the commission to be allowed on commercial messages, and the question of payment while on leave of absence.

The board was duly established as follows : Mr. J. G. O'Donoghue, Toronto, recommended by the employees; Mr. Wallace Nesbitt, K.C., Toronto, recommended by the employing company; and Professor Adam Shortt, Kingston, recommended by the foregoing members of the board. The sittings of the board began on Friday, September 27, and continued until October 10, being held partly in Montreal and partly in Toronto.

The Canadian Pacific Railway Company was represented before the board by Mr. D. McNicholl, first vice-president of the railway; Mr. J. W. Leonard, assistant general manager of the eastern lines, and Mr. A. Price, general superintendent of the central division of western lines. The telegraphers were represented by Messrs. D. Campbell, third vice-president of the Order of Railroad Telegraphers; E. Goulet, general chairman, System Division No. 7; G. D. Robertson, chairman eastern lines; G. S. Morris, chairman western lines; J. E. Trottier, J. C. Rooney, A. Houston, J. A. Hawkins, J. Austin and P. W. Mooney, members of committee.

The board succeeded in securing an arrangement of all differences and an agreement was signed on October 10, effective from October 1, 1907, by representatives of both parties. The report of the board was received in the department on October 1.

The most vital point in the differences submitted to the board was that relating to wages. The men had presented with the application for a board a schedule setting forth the rules and wages demanded from the company and the rates of wages indicated therein represented an average increase of twenty per cent on those previously obtaining.

The employing company, in its reply to the statement accompanying the application from the employees, said, with reference to the question of wages :—

> As to the rates of wages demanded by the applicants, the Company submits that it should not be called upon to grant any increase, for the reason that in view of the Rules and Regulations governing the services now being performed, the rates now being paid to telegraphers in the employ of the Railway Company are, in any case, fully as high, and in the majority of cases very much higher than on railways in corresponding territory and operating under similar conditions.

The question of wages was finally settled by an agreement that a general increase of fourteen per cent on the basis of the minimum wage, as in the 1905 schedule, should be granted to telegraphers.

The adjustment by conciliation and investigation of differences of so vital and far-reaching a character as those referred to this board, and the prevention in this way of a strike that would have caused the most serious injury to the commercial interests of the country, was felt to be a striking example of the great advantage to be derived, not only by the parties to a dispute, but by the country at large, from the application of the procedure of the Industrial Disputes Investigation Act in a broad and tolerant and conciliatory spirit to the settlement of industrial disputes.

The covering letter of the chairman of the board, addressed to the Minister of Labour and printed below, shows the process of adjustment to have involved unusual and peculiar difficulties, and to have been finally completed only by the most earnest perseverance and zealous work on the part of the several members of the board.

The agreement effected was signed by the three members of the board, by D. Campbell nad Ed. Goulet for the telegraphers, and by D. McNicholl for the Canadian Pacific Railway Company.

The report of the Board of Conciliation and Investigation, and the covering letter addressed by the chairman, Professor Shortt, to the Minister of Labour, were as follows :—

THE CHAIRMAN'S LETTER TO THE MINISTER.

TORONTO, October 11, 1907.

The Honourable RODOLPHE LEMIEUX,
Minister of Labour,
Ottawa, Ont.

DEAR SIR,—Inclosed I send the terms of the agreement between the Canadian Pacific Railway Company and the Telegraphers in their employment, as secured by the Board of Conciliation appointed to deal with the dispute between these parties. The points in dispute were quite numerous, and the differences between the claims were very considerable on several vital matters, such as the classes of employees to be included in the schedule of rules and rates of pay applying to telegraphers; the character of the services to be performed; the hours of work; the conditions for overtime and Sunday work; the commission to be allowed on commercial messages; the question of payment while on leave of absence, and the general question as to rates of pay. As the result of so many and such wide differences, not only had the parties themselves found it quite impossible to reach a mutual agreement, but it was very difficult for the Board to induce them to sufficiently modify their demands as to bring them within the range of each other's terms. Thus, even after the whole ground in dispute had been carefully covered by the Board, and the first proposal for a general agreement submitted

to the respective parties, it was found that their best terms, though approximately considerable, were still wide apart. Hence many subsequent proposals and negotiations had to be undertaken before any hope of a settlement was reached. It was difficult, even for the members of the Board to reach a quite unanimous conclusion on several points.

At several stages in the proceedings it appeared very doubtful as to whether a strike throughout the whole of the Canadian Pacific Railway system could be averted. However, the disastrous consequences of such an outcome were so apparent that renewed efforts were always made and various modifications of the terms suggested, until in the end the parties were brought sufficiently near together to justify the Board in submitting to them a final proposal, upon which the members of the Board had been able to agree.

This proposal was ultimately accepted by both parties, and, on being signed by the Board and representatives of the Company and of the Telegraphers, became the inclosed agreement.

The whole course of the negotiations in the difficult case clearly demonstrated the importance of having men like Mr. Nesbitt and Mr. O'Donoghue as representatives of the respective parties on the Board of Conciliation. While they possessed the entire confidence of those who nominated them, they acted, not as advocates of the respective interests, but as independent arbitrators regarding the matters in dispute upon their merits, while at the same time recognizing that the spirit of compromise was essential to an actual settlement.

The case for the telegraphers was handled with exceptional ability by Mr. D. Campbell; and it goes without saying that the interests of the Canadian Pacific Railway were ably advocated by men of such eminence and experience in railroad matters as Messrs. McNicholl and Leonard. Notwithstanding the difficulty and trying nature of many points in dispute, harmony and good feeling prevailed throughout the negotiations.

Yours very sincerely,

(Sgd.) ADAM SHORTT,
Chairman Board of Conciliation.

THE REPORT OF THE BOARD.

As members of the Board of Conciliation and Investigation appointed to deal with the dispute between 'The Canadian Pacific Railway Company and the telegraphers, train despatchers, agents, telegraph operators, linemen and levermen in their employment,' we beg to report as follows :

The Canadian Pacific Railway Company was represented by Mr. D. McNicholl, vice-president; Mr. J. W. Leonard, assistant general manager of the eastern lines, and Mr. A. Price, general superintendent of the central division of western lines.

The telegraphers were represented by Mr. D. Campbell, third vice-president of the Order of Railroad Telegraphers, and E. Goulet, general chairman System Division No. 7, asisted by G. D. Robertson, chairman eastern lines; G. S. Morris, chairman western lines; J. E. Trottier, member of committee; J. C. Rooney, member of committee; A. Houston, member of committee; J. A. Hawkins, member of committee; J. Austin, member of committee, and P. W. Mooney, member of committee.

The sittings of the board began on Friday, Septeber 27, and continued until October 10.

The first sittings were occupied in discussing details of the various articles of the schedules proposed by the telegraphers and the railway company respectively.

A copy of the schedule of the existing rules and wages applying to the teleg-

graphers, &c., of the Canadian Pacific Railway is inclosed. A copy of the proposed amended schedule as presented by the telegraphers is inclosed, marked Schedule 'A,' and a copy of the counter-proposals in the amended schedule of the railway company is inclosed, marked Exhibit 'A.' Both these proposed amended schedules, except as to the details of salaries, are, for convenient reference, presented in parallel columns in the inclosed Exhibit 'B.' The portions i nwhich they differ from each other are printed in red ink.

As regards wages, the company proposed that no change should be made in the existing rates. The telegraphers proposed the various increased rates as shown in their schedule.

The difference between the proposals of the telegraphers and of the company were fully debated without restriction as to the evidence or exhibits which either party deemed pertinent to the matters under discussion. Liberty was given to each party to alter or amend their proposals as they saw fit. Mutual concessions were made, and provisional agreements reached upon several matters in dispute. The points upon which a mutual agreement could not be reached during the first hearings before the board were reserved for the consideration of the board after all the matters in dispute had been canvassed.

The matters reserved for the determination of the board having been carefully considered, they presented to both parties certain proposed articles of agreement as to rules and minimum rates of pay. As these, however, were not acceptable to either party, various modifications of them were discussed. It being found impossible to bring the parties to a mutual agreement, the board ultimately decided upon the following schedule of rules and rates of remuneration as in their opinion a basis for a reasonable and equitable settlement of the points in dispute between the railway company and the telegraphers :

CANADIAN PACIFIC RAILWAY.

RULES AND WAGES FOR TELEGRAPHERS, TAKING EFFECT OCTOBER 1, 1907.

The following rules and wages will govern the telegraphers on the Canadian Pacific Railway:—

When additional telegraphers' positions are created, compensation will be fixed in conformity with that for positions of the same class as shown by this schedule.

Article 1. All employees assigned by proper authority to railway telegraph service of any character or duration, and also the station agents incorporated in the accompanying schedule of wages, will be considered telegraphers within the meaning of this schedule, and are so called herein.

Article 2. (*a*) The right of promotion of telegraphers (except train despatchers and linemen) will extend over each Superintendent's District, and will be governed by merit, fitness and ability; where these are sufficient, the senior telegrapher (except train despatchers and linemen) of not less than two years' service, will, on application, be transferred from one Superintendent's District to another on the same General Division, within thirty days from date of such application, and when so transferred, will be allowed seniority on the new district to the extent of three-fourths their length of service on the said General Division. In such case, the telegrapher making the transfer will take his place on the extra list, and will have right to file into bulletin positions as per Clause (c) hereof.

A telegrapher applying for a transfer will be given a transfer certificate showing his length of service and the capacities in which he has been employed

in the General Division, which will be his authority for claiming his seniority on the district to which he is transferring.

This provision will also apply to a telegrapher of not less than two years' service, desiring to transfer from one General Division to another except that in such case the transfer certificate will not carry with it any seniority rights, but will entitle the holder to the position of junior extra telegrapher on the Superintendent's District to which he is transferring.

Transfer certificates will not be valid unless filed with the Superintendent of the District to which transfer is being made within thirty days from date of issue.

(*b*) A telegrapher's seniority will date from the time he last entered the service as a telegrapher. The seniority of telegraphers employed on lines under construction or absorbed by the company will date from their last appointment as a telegrapher on such lines. When newly constructed lines are taken over by the operating department, all telegraphers' positions will be considered vacant, and any telegrapher in line of promotion to them will have fifteen days within which to make application for same.

(*c*) All vacancies and permanent appointments will be immediately bulletined by a '23' message over the Superintendent's District. When vacancies in positions are bulletined, the bulletin will state rate of compensation. Application for vacancies must be made within ten days from date of bulletin.

A telegrapher declining to accept promotion in any instance does not forfeit his rights to the same or any other position he may be entitled to under seniority when a vacancy occurs. A telegrapher on leave of absence when a vacancy occurs will not be debarred from claiming the position and receiving the appointment on resuming duty, if entitled to it. A vacancy will be filled within thirty days after it occurs by the appointment of the man entitled to it.

When a vacancy occurs, the superintendent will fill the same by appointing the senior man, who is, in his opinion, entitled to the position, but this will not prevent any telegrapher senior to the man so appointed claiming his right, under Clause (*a*) hereof, to the position, provided he files his protest within ten days after the appointment has been bulletined as above.

(*d*) Telegraphers in the employ will be given preference in filling vacancies or openings on extension or new lines of the General Division, their application to be endorsed by the Superintendent of the District on which applicant is employed.

(*e*) In case of reduction in the number of telegraphers employed, the junior telegraphers on the respective Superintendents' Districts will first be dispensed with. If their services were satisfactory, they will, on application, be given a transfer certificate, which will entitle them to preference in filling new positions or vacancies on other divisions of the system, provided they are available when required.

(*f*) If a position included in the attached schedule is abolished, the telegrapher will be entitled to the position held by the junior permanently located telegrapher on the Superintendent's District.

(*g*) A complete list of all telegraphers on each Superintendent's District, showing their seniority standing, will be kept on file in the respective train despatching offices open to the inspection of all telegraphers concerned. This list will be subject to correction on proper representation from any telegrapher, and a copy of it, corrected to date, will be furnished the General Chairman at the beginning of each year.

(*h*) Telegraphers will have the exclusive right to any position incorporated in 1905 wave schedule, and any telegraphers' positions subsequently added in accordance with preamble; also to any new telegraphers' position created by the absorption of other lines or the construction of new lines, when vacancies in such positions occur.

(*i*) Telegraphers will also be eligible and considered in line of promotion to the position of agent at any of the stations not incorporated in the attached wage schedule, which have been omitted in view of conditions which may make it impracticable or unfair to fill these positions exclusively from one branch of the service.

(*j*) The right of promotion of train despatchers will extend over the General Superintendent's Division, and will be governed by merit and ability; these being sufficient, the senior train despatcher to have the preference. The order of promotion of train despatchers will be from senior relieving despatcher to trick despatcher.

The seniority of a train despatcher will date from the time he has first appointed a trick despatcher, unless by his own request he takes another position in the service, under which circumstances his seniority as a train despatcher will date from the time he was last appointed a trick despatcher. A train despatcher will retain his position and seniority standing in the ranks of the agents and operators.

Relieving train despatchers will be appointed from their respective Superintendent's Districts, if available, in accordance with Clause (*c*) of this Article, and will be allowed sufficient time without pay to learn the work of train despatching under a regular trick despatcher, such time not to exceed two weeks, and they will remain on such district until they receive promotion to a steady trick, which may be claimed at any office on the General Division at which a vacancy occurs..

In the event of a vacancy occurring in a train despatcher's position, or new train despatcher's position created, the senior train despatcher in order of seniority will have the refusal of same.

(*k*) The right of promotion of linemen will extend over each General Superintendent's Division (railway), and will be governed by merit and ability; where these are sufficient, the senior linemen will receive the preference.

Linemen will be specially considered in the line of promotion to the position of foreman on the General Superintendent's Division (Railway) on which they are located.

Article 3. No telegrapher shall be suspended (except for investigation) or discharged until his case has first been investigated, and he has been proven guilty of the offence charged against him, the decision in such case to be arrived at within ten days from date of such suspension. If a telegrapher is found blameless in the matter under investigation, he will be paid at schedule rates for time lost and extra expenses while attending such investigation, if away from home, and be reinstated. If detained more than ten days awaiting investigation at the company's instance, he will be paid schedule wages for the time in excess of ten days, whatever the decision may be. Telegraphers may have the assistance of a co-telegrapher if they so desire.

A written statement setting forth the result of an investigation and the reasons therefor will be furnished by the company to the Local Board of Adjustment, if requested by it.

Article 4. Lack of conveniences, such as school facilities, &c., will be taken into consideration in locating telegraphers, but only when this can be done without infringing on the rights of their seniors in the service.

Article 5. Telegraphers serving on Boards of Adjustment representing telegraphers will be relieved without unnecessary delay (not to exceed ten days) and will be furnished free transportation for such purpose.

Article 6. Telegraphers will be granted free transportation and leave of absence to attend their meetings. Such free transportation will not extend beyond the next section adjoining their Superintendent's District, and the leave of absence will not exceed two days, and will only be granted when it will not inter-

fere with the requirements of the traffic and the service, and provided the company is not thereby put to additional expense.

Article 7. When a telegrapher is transferred by order of the proper official, he will suffer no loss of schedule wages in consequence thereof, and will be allowed reasonable time (not to exceed four days without pay) and to arrange for the shipment of his household effects.

Article 8. Telegraphers attending court or investigation at the request of the proper official of the company will have their extra expenses paid by the company in addition to their schedule wages.

Article 9. Telegraphers will not be required to teach telegraphy, nor admit students, nor members of station staff, to their office.

Article 10. Telegraphers required to work at wrecks, washouts and slides will, in inclement weather, be provided with shelter and be paid the necessary expenses for the time away from home.

Article 11. A telegrapher securing employment with the company will, within thirty days from date of employment, have returned to him all service cards and letters of recommendation which have been taken up by the company, except any previously issued by the company.

Article 12. A telegrapher leaving the service of the company will, on request, within five days, be furnished with a certificate by the proper official stating term or terms of service, capacities in which employed, and whether discharged or leaving the service of his own accord. If discharged, cause of dismissal will be stated.

If detained more than five days awaiting such certificate, he will be paid schedule wages for all time in excess of five days.

Unless otherwise requested, this certificate will be mailed to the telegrapher at the place of last employment.

Article 13. Telegraphers will be exempt from shovelling snow, stencilling cars, sifting coal ashes, attending to flower gardens, scrubbing stations, and cutting or piling wood. The unloading of way-freight from cars and putting away into shed shall be done jointly with trainmen.

Article 14. At stations where dwelling, fuel and light are provided, the dwelling will, as far as practicable, be reserved exclusively for the use of the agent and his family, unless he elect to reside elsewhere.

A deduction of five dollars per month will be made from the schedule rating of all telegraphers occupying company's dwellings, unless in the opinion of the Superintendent, such amount should be reduced.

When wood is supplied for fuel, it will be cut in lengths not exceeding sixteen inches.

A telegrapher occupying a company's dwelling, who is dismissed from the service, will be allowed to retain possession of the dwelling until he has been paid all moneys due him by the company.

The company will keep its dwellings in good repair. Occupants must keep such dwellings and their surroundings clean, and must pay for repairs other than those due to ordinary wear and tear.

Article 15. Telegraphers required to work on Sunday will be paid extra pro rata on schedule salary for such service based on thirty days per month (any portion of an hour less than thirty minutes not to count; any portion of an hour, thirty minutes or over to count as one hour) with a minimum compensation of twenty-five cents for each call for which one hour's service shall, if required be rendered.

Telegraphers will be required to handle commercial messages on Sunday only during hours required for railway service, except on agreement.

Telegraphers required for Sunday duty other than attendance on regular passenger trains, will be so advised on the previous day.

Article 16. If telegraphers are required to attend to switch or semaphore lamps, they will receive $4.00 per month for six or less such lamps and 50 cents per month for each additional switch or semaphore lamp at such station. Nothing in this article will relieve telegraphers from their responsibilities under the rules. Telegraphers will keep train order signal lamps clean and in good condition, and lighted when required, without extra compensation.

Article 17. Telegraphers who attend pumping engines or windmills, which work will be optional with them, will be paid ten dollars per month for attending to steam pumping engines and windmills, and five dollars per month for attending to windmills only.

Telegraphers shall, within office hours, attend to fires under water tanks within a quarter of a mile of their station, and must see that fire is in good condition immediately before going off duty, without extra compensation.

Article 18. A telegrapher required to leave his permanent location to do relief work temporarily will, without change in salary, be allowed all necessary expenses on production of voucher.

Other telegraphers doing relief work, except regular relieving telegraphers, will be paid the same wages without expenses as the telegraphers they relieve, provided wages are not less than his own.

Article 19. Railway telegraphers handling Canadian Pacific Railway commercial business will be allowed ten per cent commission on all business between points reached by Canadian Pacific telegraph lines and connecting telegraph lines with which business is checked direct, and on Canadian Pacific Railway's proportion of cablegrams.

The income according to a station on account of telegraph commissions will be equitably divided between the telegraphers performing the service, the agent to be entitled to not less than one-third of the total amount.

Article 20 (*a*) At offices where two or less telegraphers are employed, twelve consecutive hours, including meal hour, shall constitute a day's work. At offices where more than two telegraphers are employed, not more than ten consecutive hours' service, including meal hours, or at the company's option, eight consecutive hours without meal hour, shall constitute a day's work. Except in cases of emergency, operators will have eight consecutive hours' rest per day.

The hours of duty of all main line agents will commence between the hours of 7 and 9 o'clock a.m.

(*b*) Telegraphers working ten hours or more will be allowed sixty consecutive minutes for a meal between either 7 a.m. and 9 a.m. or 12 noon and 2.30 p.m., or 5 p.m. and 7 p.m., or between midnight and 2.30 a.m., or receive in lieu thereof one hour overtime, provided that a day telegrapher working twelve hours will be allowed his meal hour between twelve noon and 2.30 p.m. This will not apply to service rendered the express or commercial telegraph business.

Nothing herein will prohibit a despatcher from granting two meal hours to telegraphers working twelve hours. The intention being to grant regular meal hours so far as the business of the company permits.

(*c*) Overtime shall be computed pro rata on schedule wages, based on thirty days per month, but in no case at less than twenty-five cents per hour, less than thirty minutes not to count, thirty minutes or over to count an hour, except that telegraphers required to remain on duty after regular hours, if detained fifteen minutes, will be allowed one hour overtime for the first hour, or any portion thereof.

(*d*) If a telegrapher is called before or after office hours, he will be allowed fifty cents, which shall cover one hour's service. If kept on duty more than one hour, overtime will be allowed thereafter as per Clause (*c*), except when a tele-

grapher residing in a company's dwelling is required to attend a schedule train due at his station within three hours after his regular twelve hours' duty, when he will receive twenty-five cents for the first hour of duty or any portion thereof, if kept on duty more than sixty minutes, overtime will be allowed as per Clause (*c*).

(*e*) The regular hours of duty will be specified by the superintendent of telegraphers. If required for service outside these hours, telegraphers will be given an official order as authority, and excused in the same manner.

(*f*) Overtime will not be allowed unless overtime tickets are mailed to the proper official within forty-eight hours from the time the service is performed. If overtime as claimed is not allowed, telegraphers will be notified in writing within ten days from the time such service is performed, setting forth the reason for disallowance. Telegraphers will number overtime tickets consecutively for each month.

Article 21. Eight consecutive hours' train despatching and time required to make transfer will constitute a day's work for a trick despatcher. Train despatchers will not be required to do clerical work that will interfere with the proper handling of their trains.

Article 22. If a telegrapher considers himself overtaxed, his statement to that effect to the proper official will be carefully considered, and, if well founded, relief will be granted.

Article 23. When the handling of express and telegraph business for which a commission payment is allowed, is withdrawn from any telegrapher, the wages will be adjusted to conform with that of similar stations in the same locality where such work is not performed by them.

Article 24. When a telegrapher is assigned to a position and after a fair trial is found incompetent, he will take his place on the extra list, retaining his seniority rights.

Article 25. Train despatchers will be allowed three weeks' leave of absence each year, with full pay.

Other telegraphers who have been in the employ of the company four or more consecutive years, will be allowed two weeks' leave of absence each year with full pay. If the company find it inconvenient to grant leave of absence during any year to a telegrapher entitled to it under this rule, the telegrapher shall, at his option, receive either compensation at his regular salary for the period, or in the next year additional leave of absence for a like period.

Application for leave of absence filed in January of each year will be given preference in order of seniority of applicant, and applicants will be advised in February of dates allotted them. January applicants will have preference over later applicants, and applicants after 30th September will not be entitled to salary compensation if company is unable to relieve them in that year. The company will, as far as practicable, relieve all applicants during the summer season, when so desired.

In the event of a telegrapher being discharged or leaving the service on proper notice before obtaining the deferrred leave of absence, he will be paid his salary for same.

Article 26. Telegraphers will be granted transportation of their household goods and passes or reduced rates and leave of absence in accordance with the general regulations of the company as established from time to time.

Article 27. A lineman required to leave his own district will be allowed actual expenses, not to exceed one dollar per day and extra compensation commensurate with responsibility if called upon to take charge of any number of men.

District linemen will be allowed actual expenses, not to exceed one dollar per day, while performing duties on their own district away from headquarters.

Article 28. Application may be made to General Superintendent direct for general revision of schedule.

Article 29. The preamble, and Clauses *b, c, d, e, f* and *g,* of Article 2; Articles 3, 4, 5, 6 and 7; Article 8 and Articles 11, 12, 22, 24 and 26 in the schedule of Rules and Wages for Telegraphers will apply also to linemen.

Linemen come under general rules as do other employees of company as to holidays.

On the subject of remuneration, the Board agrees that a general increase of fourteen per cent on the basis of the present minimum wage, as in the 1905 schedule, should be granted to telegraphers.

Any position added or omitted from 1905 scale to date shall remain unless Local Committee and Superintendent otherwise agree.

This schedule is to become effective from the first of October, 1907.

(Sgd.) ADAM SHORTT,
WALLACE NESBITT,
J. G. O'DONOGHUE.

October 10, 1907.

We accept the above.

(Sgd.) D. CAMPBELL,
ED. GOULET.
For the Telegraphers.

(Sgd.) D. McNICHOLL. V.P.,
For the Canadian Pacific Railway Co.

XIV.—APPLICATION FROM EMPLOYEES OF HILLCREST COAL AND COKE COMPANY OF HILLCREST, ALTA.—BOARD ESTABLISHED—MINORITY REPORT PRESENTED WITH THE REPORT OF THE BOARD—AN AGREEMENT SUBSEQUENTLY REACHED BETWEEN THE PARTIES AS A RESULT OF THE INVESTIGATION.

On September 11 the department received an application of the Hillcrest Coal and Coke Company of Hillcrest, Alta., for the establishment of a Board of Conciliation and Investigation to adjust differences between the said company and its employees. The approximate number of men affected was placed at 70. The difference to be adjusted related to the wages and the hours of the men in the employment of the company. On September 16 the department received also an application on behalf of the employing company for the establishment of a board with respect to the same differences. The minister considered the two applications together and established a board as follows : Mr. Frank H. Sherman, Taber, Alta., recommended by the employees; Mr. J. R. Macdonald, Hillcrest, Alta., recommended by the employing company, and the Honourable C. W. Fisher, Speaker of the Legislative Assembly of Alberta, chairman, appointed by the Minister of Labour, the foregoing members of the board having failed to agree on the recommendation of a third member. The board met on Monday, October 7, at Frank, Alberta, and endeavoured to arrive at an agreement without the aid of witnesses. Failing in this, an adjournment was made to Hillcrest, Alberta, where witnesses were examined under oath, and an investigation of the difference before the board was made, lasting several days. The report of the board was signed by the chairman and Mr. John R. Macdonald, the member of the board was signed by the chairman and Mr. John R. Macdonald, the member of the board appointed on the recommendation of the company concerned in the dispute and was received in the department on November 4. A minority report signed by Mr. Frank H. Sherman, the member of the board appointed on the recommendation of the employees was received on November 8. Each report made recommendations for the settlement of the differences referred to the board.

The department subsequently received information from Mr. Frank H. Sherman on behalf of the employees, and from Mr. C. P. Hill, managing director of the company to the effect that an agreement had been reached on the points at issue. The report of the board and the minority report were as follows :

THE MAJORITY REPORT.

To the Honourable,
The Minister of Labour,
Ottawa, Ont.

Sir,—On the twenty-fourth day of September, 1907, we, Charles Wellington Fisher, Frank Henry Sherman and John Robert McDonald, were, in pursuance of the provisions of section 6 of the Industrial Disputes Investigation Act, 1907, con-

stituted a Board of Conciliation and Investigation to endeavour to bring about the settlement of a dispute then existing between the Hillcrest Coal and Coke Company, Limited, of Hillcrest, in the province of Alberta, hereinafter called 'the company,' and certain employees o fthe Hillcrest Coal and Coke Company, Limited, and to this end expeditiously and carefully to inquire into the dispute and all matters affecting the merits and the right of settlement thereof.

The said Frank Henry Sherman is the appointee on the recommendation of the employees, John Robert McDonald is the appointee on the recommendation of the company, and Charles Wellington Fisher is the appointee of the Honourable Minister of Labour.

The undersigned members of your said Board of Conciliation and Investigation hereby beg to submit the following report :

Pursuant to agreement, we, the said board, met at Frank, the seventh day, of October, 1907. We spent the whole day in endeavouring to arrive at an agreement and adjustment of the dispute without the aid of witnesses. Failing to agree, we adjourned to Hillcrest, where we summoned a number of witnesses before us, requiring them to produce the books, papers and other documents necessary to make a thorough investigation, and we spent the rest of the week in taking evidence from witnesses under oath.

John R. Calvin, Peter Patterson and John A. McDonald all appeared on behalf of the employees, and Charles P. Hill appeared on behalf of the company. Each side was given every opportunity to present its case.

Your board has carefully weighed the matters affecting the merits of the dispute, and we find that the company was handicapped to a considerable extent in getting railway cars for shipping coal and extra cost of placing coal on cars.

We, the undersigned members of the board, make the following recommendations for the settlement of the dispute :

The following should be the minimum rates paid for the following services, but nothing in this recommendation shall be construed to prevent the employer from paying higher wages or rates to any workman if they so desire.

Mining.—Rate to be 50c. per gross ton.

Yardage.—Levels to be 10 ft. wide, 7 ft. high on low side, and thickness of coal on upper side, $1.75 per lineal yard.

Parallel airway.—To be 6 ft. x 10 ft., $1.75 per lineal yard.

Crosscut between levels.—To be 6 ft. x 8 ft., $1.50 per lineal yard.

Room crosscut.—To be not less than 8 ft x 8 ft., not to be driven more than 25 ft. from one side, no tracks; $1.00 per lineal yard.

Timbering.—Room timber, maximum to be 10 in. in diameter at butt, and 16 ft. in length, $1.00 per set; if required to set timber of larger dimensions to be paid for in proportion or set by the company. Entry timber, maximum to be 12 in. in diameter at butt, 14 ft. in length, $2.00 per set with lagging; if required to set timber of larger dimensions, to be paid for in proportion or set by the company.

Props.—All props exclusive of those used to set brattice or chutes. Chutes, 5c. per lineal foot.

Track laying.—All tracks to be laid by the company, except the pair of temporary rails to the face, which should be laid by the miner without charge.

Chutes.—Thirty cents per lineal yard, 5 planks 2 x 12, 2 posts every 8 ft., with cross pieces. This includes sheet iron.

Brattice.—Five cents per lineal yard for each foot in height.

Brushing.—Six ft. wide, 5c. per inch per lineal yard; 12 ft., 10 cents per inch per lineal yard. All materials to be delivered at nearest crosscut to face in rooms; in entries as near the face as possible. Company to take all coal in chutes from nearest crosscue to face in rooms.

Wages for company men under ground, 8 hour shifts:—

Fire bosses	$3 50		
Brattice men	3 00		
Brattice men's helpers	2 50		
Timbermen	3 00		
Drivers	2 75		
Timber men's helpers	2 50		
Drivers, wet places	3 00		
Track layers	3 00		
Track layers' helpers	2 50		
Miners	3 00		
Miners, wet places	3 50		
Chutes loaders	2 62½		
Labourers	2 50		
Timber handlers	2 75		
Rock miners	3 50		
Tower-foot men	2 62½	for 10	hours.
Tower-head men	2 62½	"	
Slate pickers (boys, $1.25)	2 25	"	
Car oiler (boys, $1.50)	2 25	"	
Tally boy	1 25	"	
Teamsters	2 62½	"	
Blacksmiths	3 67½	"	
Blacksmiths' helpers	2 62½	"	
Carpenters	3 67½	"	
Carpenters' helpers	2 62½	"	
Power house engineers	3 67½	for 12	hours.
Power house engineers	3 15	for 8	hours.
Fan man	2 62½	for 12	hours.
Hoist man	2 89	for 8	hours.
Box car loader engineer	3 15	for 10	hours.
Tipple engineer	3 15	"	
Locomotive engineer	3 15	"	
Locomotive engineers' helpers	2 75	"	
Car repairers	3 15	"	
Lampmen	$2.25 to 3 15	for 12	hours.
Lampmen	$2.25 to 2 62½	for 8	hours.
Firemen	2 62½	for 8	hours.
Box car shovellers	2 62½	for 10	hours.
I.R.R. car handler	2 36	"	
All other outside labour	2 25	"	

We further recommend as follows :

Any miner failing to earn the minimum rate of wages, $3.00 per day, on account of abnormal conditions of his working place, the company should pay him a sufficient amount to secure him the same minimum.

In any case where it may appear that a member of the United Mine Workers of America has not been fairly treated, the company should, through its officials, meet a pit committee appointed by the United Mine Workers of America.

This committee should first meet the pit boss or mine manager, and endeavour to settle the trouble, but in case of their disagreement, it should be referred to the superintendent of the company and president of the local union; should they fail to agree, it should be referred to the general manager and district president of the United Mine Workers of America for adjustment.

The pit committee above referred to should have access to the mine from time to time to make examinations allowed b ythe Coal Mines Regulations Ordinance, and for the purposes of investigating any disputes that may occur between the officials of the company and the men employed in the mine.

The company should deliver workmen house coal at $2.50 per ton.

The company should allow the miners to employ check-weighers and should grant the check-weighers every facility to enable them to render a correct account of all coal weighed; and should allow the cars to be tarred from time to time, and the machine to be properly tested from time to time; and should deduce from the wages of all contract miners such amounts as will be designated from time to time, and should pay over the same to the secretary of the local union, for wages of check-weighers.

Men should be allowed to work as partners, but in the event of it being necessary for the foreman calling upon any two who may be working as partners, to do any class of work, other than their regular work at the working face, paid by day wage, that the minimum miner's wage, viz., $3.00 per day, should be paid to but one of the said partners, the other receiving what is designated as helper's wage, viz., $2.50 per day.

When a place is abnormal, preventing said partners from earning the minimum miner's wage as designated in this contract, viz., $3.00 per day, but one of the said partners should be made up to the said minimum, the other receiving a minimum day wage, viz., $2.50 per day.

The company should give to the United Mine Workers of America full recognition and concede the 'check off system,' i.e., upon individual request in writing by any of the company's employees, should deduct such amounts from their wages each month as may be designated for dues, assessments and initiation fees. In other words, the company should retain from the wages due employees any sum they may have given orders upon the company for, in writing, payable to the persons or associations designated in such orders.

We inclose the depositions of the witnesses which were taken before us.

All of which we most respectfully submit.

(Sgd.) C. W. FISHER,
Chairman of the Board.

(Sgd.) JOHN R. McDONALD,
Appointee of the Company.

Cochrane, Alberta, October 24, 1907.

THE MINORITY REPORT.

To the Honourable
The Minister of Labour,
Ottawa, Ont.

Re the dispute at the coal mines of the Hillcrest Coal and Coke Company between the company and its employees.

The undersigned, acting as representative of the employees upon the Board of Investigation and Conciliation appointed by you, begs to report as follows :

Your board spent considerable time at Frank, Hillcrest and Cochrane, taking evidence and deliberating upon the evidence before it. Several attempts were made during the course of the investigation to settle the dispute, but of no avail.

I failed to agree with my colleagues upon their recommendations to you, and respectfully submit my findings and recommendations for the settlement of the dispute.

COST OF PRODUCING COAL.

The main argument of the employers for their not conceding to the demands of the employees was on the excessive cost of producing coal as compared with other mines in the same coal field. A number of documents were submitted and statistics were quoted by the company to prove this. I believe them to be incorrect, and in all cases where these arguments are used by employers a competent expert should be employed to examine all books and accounts in order to find the actual facts. The company were frequently asked by me to produce their costs sheets, but always said that they had none. The cost of producing coal is generally stated at least once a month on a cost sheet by the mine managers, and submitted to the directors. That this was done was shown by the daily cost sheet sent to Chairman Fisher at Cochrane, and bears the date of September 10. Hillcrest mine output, 424 tons; shipped 323 tons. Total cost of labour and materials, $394.65; 424 tons costing $394.85, or 93·1 per ton. Number of men employed, 121. On further examining the documents, you may find further details. It would not be fair to take the above and say that this is the cost of producing coal, inasmuch as this is only one day's report. To my mind this gives a fair inkling of what the proper examination of the books would have revealed.

By a reference to the certified statement put in evidence by General Manager C. P. Hill, you will find a sum of $701,000 is stated to have been invested in the company. To any one acquainted with the property of the company, this is ridiculous, and suggests 'watered stock.' This company, as with others, can pay a good return upon actual cash invested, but not upon 'watered stock.'

DISCRIMINATION BY THE C. P. R.

The price paid to the company for coal by the Canadian Pacific Railway Company was said to be $2.00 per ton, run of mine. To the commercial trade, $2.40 per ton was said to be the price charged. This gives the Canadian Pacific Railway Company an advantage over other people of 40 cents per ton. It was also shown that all the coal could be sold to the commercial trade for $2.40 per ton, but that the Canadian Pacific Railway Company would not provide transportation facilities to enable the company to market its product properly. It would appear that there is a concerted

effort on the part of the Canadian Pacific Railway Company's officials to cripple the commercial trade of small mines in order to obtain coal cheap. Shortage of cars at Hillcrest mines is also responsible for some discontent among the workmen, owing to their losing time. I would beg to recommend that the government take some measures to protect the small companies in the Crows' Nest Pass from the rapacity of the Canadian Pacific Railway Company.

RECOMMENDATION FOR SETTLEMENT.

In order that the miners of Hillcrest may be placed upon a level with the other miners in the Frank coal field, I recommend that they receive the following contract rates, viz., 55c. per ton of 2,240 lbs., together with the rates for dead work that prevail in Coleman No. 2 seams.

DAY WORK RATES.

Underground and outside labour, the same as prevails in the surrounding collieries belonging to the Western Coal Operators' Association. The conditions and hours of labour should be in accordance with the general agreements at present in force at the mines of the above association.

It being admitted by the company that they were already paying more than district rates to many of their employees whom they considered exceptionally good men, a clause should be inserted protecting these men against any reduction under a new agreement.

The new agreement should date from September 1, 1907, to March 31, 1909.

If the company will agree with its employees along these lines, I see no reason why industrial peace should not prevail and a prosperous time for the company ensue.

All of which is respectfully submitted by

(Sgd.) F. H. SHERMAN,
Member of Board.

A NOTE FROM THE COMPANY.

Mr. C. P. Hill, managing director and treasurer of the Hillcrest Coal and Coke Company, Ltd., writing under date of Nov. 18, in acknowledgement of the receipt of copies of the above reports from the department, stated :

'I am now pleased to report that a settlement has been arrived at between the company and its men closely along the lines of the recommendation of the said Board of Conciliation, and wish to extend to your good offices my most sincere thanks for your assistance in the matter.'

XV.—APPLICATION FROM EMPLOYEES AT ST. EUGENE MINE, A SILVER-LEAD PROPERTY AT MOYIE, B.C.—BOARD ESTABLISHED—UNANIMOUS REPORT FROM BOARD—PRINCIPLE OF SLIDING SCALE RECOMMENDED—AGREEMENT ULTIMATELY EFFECTED AS OUTCOME OF INVESTIGATION.

On September 11 the department received an application for the establishment of a board to adjust differences between the Canadian Consolidated Mining and Smelting Company and certain employees working in and around the St. Eugene mine, a silver-lead property at Moyie, B.C. The application was received from the employees.

The differences were stated to be as follows : 'That the said company and its employees are unable to arrive at an agreement regarding the wages to be paid for the different classes of labour in and around the above mentioned mine.' The number of men concerned in the dispute was estimated at 350 to 400. The board was established as follows, viz. : S. S. Taylor, K.C., Nelson, B.C., recommended by the employees; J. A. Harvey, Cranbrook, B.C., recommended by the employing company; and His Honour Judge Peter Wilson, Cranbrook, B.C., recommended by the foregoing members of the board. Judge Wilson's appointment was dated September 23. The board met first on October 7 at Moyie, B.C., remaining in session until October 9, and thereafter at various dates in October, November and December, the later sessions being held at Nelson, B.C. The report of the board was received in the department on December 28.

The investigations of the board showed the contention of the employees to be a demand for the same wages as those paid in the Boundary district of British Columbia, while the company maintained that not only should such an increase as would bring the wages to this scale not be granted, but that the then existing scale of wages at the St. Eugene was excessive. A considerable amount of evidence was therefore taken, ranging over a wide field, and relating to the cost of living now as compared with the cost of living in prior years since 1900, to increases of wages since 1900 in other lines of industry, and to the scales of wages paid in other mining camps in North America. Evidence was adduced showing the cost of living also in a great number of mining camps, working under the same conditions, and also as to the scale of wages paid in each mining camp in British Columbia, in the Yukon and Alaska, and in various important mining camps of the United States.

Eventually, the board formulated what its members believed to be a fair wage scale applicable to a number of districts in British Columbia as well as to the St. Eugene mine. The board, however, took into account the fact that operating conditions were variable, and devised, therefore, three recommended schedules to be applicable respectively during normally favourable conditions, abnormally unfavourable conditions, and abnormally favourable conditions, the market price of silver and lead and of copper, as the case may be, to determine, as provided, which scale shall be applicable; the 'abnormally unfavourable' scale—an average reduction from the then

existing rate of 50 cents per day was recommended for adoption in connection with and as a settlement of the then pending dispute.

The findings of the board under such circumstances were regarded of considerable value to all concerned in the mining industries of western Canada.

The conclusion of the board was not formally accepted by the parties and no agreement was concluded at the time, but, as shown below a settlement was affected a few weeks later on a basis which was practically that recommended by the board.

TEXT OF REPORT OF BOARD.

The text of the findings of the board was as follows:—

In the matter of the Industrial Disputes Investigation Act, 1907, and of a Dispute between The Consolidated Mining and Smelting Company of Canada, Limited, (Employer), and certain Employees of the said Company in and around the St. Eugene Mine, Moyie, B.C., (Employees).

The Board of Conciliation and Investigation herein appointed beg to report as follows :

On our apppointment, we proceeded to Moyie on the earliest possible day that could be arranged, and held our first meeting on the 7th day of October. The sessions held on the 7th, 8th and 9th days of October were devoted to ascertaining the exact cause of dispute as between the parties, and our purpose then was to proceed as a Board of Conciliation in as far as we could to ascertain the real basis of the difficulties between the parties, and, if possible, to narrow down the issue for the purpose of any investigation that it might be necessary to hold. At the end of that period we had fully acquainted ourselves with all the facts in dispute, but at that time we found we could do no more as a Board of Conciliation, and were then ready to proceed with the investigation. The company, however, had instructed counsel in the matter, who was fully prepared, and their officials were not in a position to proceed without his assistance unless they had an adjournment to more fully inform themselves as to the evidence to be adduced.

As the men objected to counsel appearing, we were compelled to grant that adjournment, and the matter then stood over until the 17th day of October, when we again met in Moyie, and attempted again as a Board of Conciliation to bring the parties together.

We sat for such purpose on the 17th and part of the 18th days of October, and on the afternoon of the 18th a proposition was prepared, and the men then agreed to hold a meeting that evening to discuss the proposition, and determine whether or not the proposition submitted by the company should be accepted. On the following morning, the men reported that they could not consider any proposition for a reduction, and the company refused to agree to the submission to the board of the question as to three classes of labour in dispute, and we therefore had to proceed with the hearing as to the whole matter.

In our investigation as a Board of Conciliation, we found that the dispute arose from the desire by the men to have their wages increased to what is known as the Boundary scale. Prior to June 1, the men had been working under what was known as the old Slocan scale fixed in 1900. On June 1 they had received a very material increase, but did not receive the same rate of wages as was being then paid in the

Boundary district. The men maintained that the rate of increase as given was not sufficient, that they should receive the same rate of wages as that paid in the Boundary district, and that the increase as given discriminated in regard to certain classes of labour. They based their demands for an increase on the fact that the cost of living had materially increased since the old scale was fixed, that the wages in other departments of industry had increased during the last ten years from 25 to 100 per cent; that they were entitled to the same rate of wages as that paid in the Boundary country, where conditions are practically the same as at Moyie, and that more especially in the case of muckers in Rossland and the Boundary, the increase had been from 16⅔ to 30 per cent, while in Moyie, the increase had only been 8⅓ per cent. The company met this issue, and maintained that not only should an increase not be granted, but that the present scale of wages was excessive under the conditions, and that the old Slocan scale, which prevailed prior to June 1, should be restored.

On that dispute we then proceeded on the 19th and 20th days of October to take evidence at Moyie, and then deal principally with the prices of commodities and the cost of living at the present time as compared with the period from 1900 to 1904. On the 20th, we adjourned until October 27, when we again sat at Moyie and proceeded with taking further evidence on on the cost of living, the wages paid other mining camps, and the conditions of labour at Moyie itself. That session lasted until October 30, and the evidence produced before us covered a very wide field on the cost of living now as compared with the cost of living in prior years since 1900, on the increase of wages since 1900 in other lines of industry, and on the scales of wages paid in other mining camps in North America. Evidence was adduced showing the cost of living in a great number of other mining camps working under the same conditions, and also as to the scale of wages paid in each mining camp in British Columbia, in the Yukon and Alaska, and in all the various important mining camps of the United States, including Michigan, Utah, Montana, Idaho, Colorado and California.

On October 20, our sittings at Moyie were adjourned to Nelson, to take further evidence from the Slocan and Boundary countries. The Boundary scale being that demanded by the men, and the Slocan scale being the old rate paid, it was deemed necessary to inquire into the conditions on which those scales were based. Owing to certain business engagements of one of the members of the board, and owing to an affliction in the family of another member, the sitting at Nelson was delayed until the 29th day of November. The men then requested a further adjournment, owing to the absence of Mr. Mills, who had been their leading representative in presenting their case to the board. On the consent of all parties, that adjournment was granted, and while the board desired to expedite matters, they did not feel that they could proceed in the face of the men's statement that to do so, in the absence of Mr. Mills, would prejudice their case. A further adjournment was then taken until the 19th day of December, when the board again sat at Nelson and completed their work of taking evidence on the points which were referred to our session at Nelson.

Since we have undertaken the settlement of the particular dispute submitted to us, it has been made to appear by all parties to the dispute that we are expected to fix a scale of wages that would apply to practically all the mining districts of Kootenay and Yale, and to that end the miners adduced evidence from all parts of those districts; the company followed the same course, and in adddition, pressed upon us the

fact that they were operating a large mine in the Boundary district, two large mines in Rossland, a smelter at Trail, in addition to the St. Eugene at Moyie, all of which would be affected by our findings. Recognizing this turn in the arbitration proceedings, and the evident benefit to all persons in such districts if some such broader disposition of the matter of wage scale was included in our determinations, we have concluded that our first duty was to establish a fair wage scale, applicable to the districts named, including the particular mine interested, namely, the St. Eugene at Moyie. But we also deem it necessary, in view of existing abnormally unfavourable operating conditions, andfi the late abnormally favourable operating conditions that have prevailed, that we should provide a recommended scale to be acted upon under such normal conditions ; hence we have determined that the scale named below as the 'Recommended fair wage scale for normally favourable conditions' is the scale that all mines, including the one particularly affected by these proceedings, should pay under all normally favourable conditions. But as we find that present operating conditions are abnormally unfavourable, we recommend that the scale provided below and entitled 'Recommended wage scale for abnormally unfavourable operating conditions' should be now adopted and continued whilst such conditions prevail, and should the industry, either as to lead, silver-lead, copper, copper-gold, and the like mines, again pass to abnormally favourable operating conditions, then any such class of the industry so abnormally favourably affected should at once adopt the scale provided below entitled 'Recommended wage scale for abnormally favourable conditions.'

We find that the present most pronounced conditions affecting the lead and silver-lead mines, entitling them to be considered as operating under abnormally unfavourable conditions, are :—

(*a*) The panic conditions of the metal market.

(*b*) The difficulties found in marketing the metal products.

(*c*) The loss sustained continuously of late by lead declining after the ore is received by the smelters, in which case the bounty (payable only on the value of the lead contained in the ore at the time of receipt by the smelter) does not relieve against the loss thus sustained.

(*d*) The abnormally low price of the silver contents of the ore.

We find also that the copper mines affected are operating at present under abnormally unfavourable conditions, for the following most pronounced reasons :—

(*a*) Because of conditions similar to those given above in respect of the lead and silver-lead mines.

(*b*) The present abnormally low price of copper.

We find also that abnormally favourable operating conditions in lead and silver-lead mines arise when silver is quoted for thirty days on the metal market at sixty-two cents and over, and lead is quoted for thirty days at nineteen pounds per long ton and over. And in copper or copper-gold mines and the like, as far as evidence has been adduced before us, we suggest that abnormally favourable conditions are experienced when copper is quoted on the metal market for thirty days at eighteen cents and over per pound.

We, therefore, while strongly recommending the adoption of the scale provided and entitled 'Recommended wage scale for abnormally unfavourable conditions' until such conditions can be said to be normally favourable, have determined that the

following scales are under the several conditions set out, right and proper, and should be followed as those conditions rise.

WAGE SCHEDULE.

Employment.	Recommended Fair Wage Scale for Normally Favourable Conditions.	Recommended Wage Scale for Abnormally Unfavourable Operating Conditions	Recommended Wage Scale for Abnormally Favourable Operating Conditions
	$ cts.	$ cts.	$ cts.
Shaftmen	4 25	4 00	4 50
Machinemen (including machinemen in raises above forty feet)	3 75	3 50	4 00
Hammersmen	3 65	3 40	3 90
Blasters	4 25	4 00	4 50
Powdermen	3 50	3 25	3 75
Timbermen	3 75	3 50	4 00
Timber Framers	3 75	3 50	4 00
Timbermen Helpers	3 25	3 00	3 50
Pumpmen	3 75	3 50	4 00
Pipemen (underground or on surface)	3 50	3 25	3 75
Trackmen	3 75	3 50	4 00
Trackmen Helpers	3 50	3 25	3 75
Nippers	3 25	3 00	3 50
Muckers and Carmen	3 25	3 00	3 50
Car Loaders for Motor	3 50	3 25	3 75
Top Carmen	3 25	3 00	3 50
Common Labourers	3 00	2 75	3 25
Teamsters	3 25	3 00	3 50
Watchmen	3 00	3 00	3 25
Skip Tenders	3 75	3 50	4 00
Hoistmen for geared hoists, double and single drum	4 00	3 75	4 25
Licensed Engineers	4 25	4 00	4 50
Firemen	3 50	3 25	3 75
Motormen	3 50	3 25	3 75
Electrician in charge of generator	4 25	4 00	4 50
Electrician not in charge of generator	3 75	3 50	4 00
Machinists	4 25	4 00	4 50
Machinist's Helpers	3 25	3 00	3 50
Blacksmiths and Tool Sharpeners	4 25	4 00	4 50
Blacksmith Helpers	3 50	3 25	3 75
Bench Carpenters	4 25	4 00	4 50
Rough Carpenters	3 75	3 50	4 00
Carpenters' Helpers	3 25	3 00	3 50
Millmen, except Bullcocks	3 75	3 50	3 75
Bullcocks	3 25	3 00	3 50

In witness whereof we have hereunto set our hands at Nelson, B.C., this 21st day of December, A.D., 1907.

(Sgd.) P. E. WILSON,
J. A. HARVEY,
S. S. TAYLOR,

Board of Conciliation and Investigation.

AN AGREEMENT CONCLUDED.

The department subsequently received word that the company and the union officials had on January 13, 1908, concluded an agrement based on the following wage scale, viz. :—

1—Shaftmen	$4 00
2—Machinemen	3 50
3—Muckers	3 00
4—Nippers	3 25
5—Timbermen	3 50
6—Blasters	4 00
7—Blacksmiths	4 00
8—Blacksmiths' helpers	3 25
9—Skip tenders	3 50
10—Pumpmen	3 50
11—Labourers	2 75
12—Carpenters, bench	4 00
13—Carpenters, rough	3 50
14—Carpenters' helpers, (on c'r work)	3 00
15—Machinists	4 00
16—Machinists' helpers	3 00
17—Compressor engineers	4 00
18—Licensed engineers	4 00
19—Hoist engineers, double drum	4 00
20—Hoist engineers, single drum	3 50
21—Motormen	3 25
22—Electrician helpers	3 00
23—Firemen	3 25
24—Pipemen, underground	3 50
25—Fitters on surface	3 50
26—Trackmen	3 50
27—Trackmen's helpers	3 00
28—Hammersmen	3 40
29—Topmen	3 00
30—Oilers	3 00
31—Teamsters	3 00
32—Teamsters, caring for stock	3 50
33—Powdermen	3 25
34—Timber framers	3 50
35—Timber framers' helpers	3 00
36—Ore sorters	3 00
37—Pipemen's helpers	3 25
38—Crushermen	3 25
39—Millmen	3 50
40—Car loaders for motors	3 25
41—Bullcooks	3 00
42—Watchmen	3 00
43—Electrician in charge of generator	4 00
44—Electrician not in charge of generator	3 50

A comparison of the scale adopted with the scale recommended by the board shows few variations, and a further comparison with the demands of the union shows that in various cases where the union asked an increase, the company offered the amount fixed by the board. This applies to labourers, motormen, teamsters, powder-

men, timber framers, timber framers' helpers, machinists' helpers, and watchmen. The union asked 25 cents more on crushermen and electrician helpers. The board did not fix rates for either of these occupations. The company increased by 25 cents ped day the rate recommended by the board in the case of nippers, engineers on double drum hoist and pipemen, all of which were accepted by the union. The company lowered by 25 cents per day the rate recommended by the board in the case of trackmen's helpers and engineers on single drum hoist, both of which were accepted by the union.

It will be seen therefore that the investigations and report of the board in this case, while not resulting in any formal agreement, may certainly be credited with being the basis of an informal settlement of the differences.

XVI.—APPLICATION FROM EMPLOYEES OF HOSMER MINES, B.C.—BOARD ESTABLISHED—UNANIMOUS REPORT FROM BOARD—SETTLEMENT OF DIFFERENCES.

The department received on September 16 an application from the employees of the Hosmer mines, of Hosmer, B.C., for the establishment of a Board of Conciliation and Investigation for the adjustment of differences between the company and its employees. The number of men concerned was estimated approximately at 100, and the questions at issue related to wages and conditions of labour generally in the mines named, including the check-off system. The minister in due course established a board as follows, viz. : Mr. Frank H. Sherman, Taber, Alta., recommended by the employees; Mr. Frank B. Smith, Edmonton, Alta., recommended by the employing company; His Honour Judge Wilson, Cranbrook, B.C., appointed on the recommendation of the foregoing members. The appointment of Judge Wilson was dated September 30.

The department received the findings of the board on October 21, the report being unanimous. The principal point in dispute was alleged to be in regard to the rate paid for rock work, the men asking the same rate as that paid in metalliferous mines in British Columbia, and the board agreed that the same rate should be paid making due allowance for the difference in the cost of living in the respective localities. A modified schedule based on these conditions was appended to the report, as indicating the judgment of the board on this point. The board also recommended that the company concede the check-off system.

The findings of the board were not formally accepted before the board by the representatives of the parties to the differences, but the chairman of the board in a letter to the Honourable the Minister, accompanying the report, stated his expectation that he would shortly be able to forward to the department the formal consent of the parties concerned to be bound by the report as provided by section .

The department was subsequently informed that an agreement on the lines of the report had been effected with regard to all differences.

The text of the report is as follows :—

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between

HOSMER MINES, Hosmer, B.C.,
Employer.

THE EMPLOYEES OF SAID HOSMER MINES,
Employees.

To the Honourable the Minister of Labour :

Your Board of Conciliation and Investigation appointed herein beg to report as follows :

The board met at Fernie, B.C., on the 14th day of October, 1907, and investigated the cause of dispute herein, and after attempts at adjusting the differences between the parties hereto, and failing, we proceeded on the 15th, 16th and 17th days of October to take evidence tendered by the parties touching the matters in question. The sittings were held at Hosmer, and witnesses were called and examined on behalf

of both parties. The principal question in dispute was in regard to the rates paid for rock work, which rates do not seem to be covered by the rates agreed on between the western operators and their employees. The men wished the same rate as is paid in metalliferous mines. The rates for that class of work suggested by the board are those set out in the schedule annexed, and your board would suggest that such rates be fixed and allowed. The board think that the same rates should be paid for rock work in a coal district as are paid in the metalliferous district for the same class of work. The rates for rock work paid in the metalliferous district of Southern British Columbia are those asked for by the men, and the board think that rate should be allowed, but the cost of living is less in this coal mining district, according to the evidence adduced before us. We think, for that reason, a reduction in the wages paid in quartz mines of 25 cts. per day for machine men, helpers and muckers, would be a reasonable one, and for that reason we have fixed the wages in these occupations at the rate set out in the schedule.

The rate for rock miners should, we think, be allowed at the rate asked for by the men and as set out in the schedule.

In regard to dumpers, we think the rate should be 25 cts. per hour for dumpers under cover and 27½ cts. per hour for those not under cover, and therefore exposed to the weather.

As to the other classes of labour, we think that the rates should remain as they now are, and recommend the same accordingly.

The question has been raised by the company that the rates should be reduced to the scale paid by the western operators, but that, we think, is not a question properly before us, as no formal request for the same has been filed with the department.

Dealing with the question, however, as if it had been properly before us, we find the present rates as paid should stand, and recommend the same accordingly.

We also recommend that the check-off system be conceded by the company.

In witness whereof we have set our hands this 17th day of October, 1907, at Hosmer, B.C.

(Sgd.) P. E. WILSON,
FRANK B. SMITH.
F. H. SHERMAN,

Machine men	$3.75 per day,	8 hours.
Machine helpers	3.25 "	8 "
Muckers	2.75 "	8 "
Drivers	2.75 "	8 "
Miners (rock)	3.50 "	8 "
Dumpers (under cover)	.25 per hour.	
Dumpers (without cover)	.27½ per hour.	
Outside labour	2.50 per day,	10 hours.
Blacksmiths	$3.50–$4.00	10 "
" helpers	2.75 per day,	10 "
Timber framers	3.50 "	10 "
Tracklayers	3.25 "	8 "
Bratticemen	3.25 "	8 "
Hoistmen	2.89 "	8 "
Firemen	2.75 "	8 "

These rates to govern until the completion of the rock tunnels on the property.

This is the schedule referred to in the annexed report.

P. E. WILSON, *Chairman.*

XVII.—APPLICATION FROM EMPLOYEES OF THE CANADA WEST COAL AND COKE COMPANY OF TABER, ALTA.—BOARD ESTABLISHED—AGREEMENT CONCLUDED ON ALL POINTS.

On November 5 the department received an application for the establishment of Boards of Conciliation and Investigation in the case of three disputes at coal mines at Taber, Alta., viz. : the mines operated respectively by the Canada West Coal and Coke Company, Duggan, Huntrods & Company, and the Domestic Coal Company. In each case the application was from the employees. The differences referred for adjustment in each case related to wages, hours and conditions of labour, a schedule setting forth the men's demands being submitted. The demands included full recognition of the union, the check-off system, eight hours from bank to bank, a minimum daily wage of $3 to miners, weekly payment of wages, &c. In addition to the number of employees affected, the applications respectively set forth that the disputes concerned a number of persons using domestic coal on the prairies.

The application on behalf of the employees of the Canada West Coal and Coke Company was signed by Hopkin Evans and Robert Doodson, president and secretary respectively of Local Union No. 1,959 of the United Mine Workers of America. The number of employees concerned in the dispute was estimated at 150. The board was duly established by the Honourable the acting Minister, being constituted as follows : S. A. Jones, Taber, Alta., recommended by the employees; Frank H. Sherman, Taber, recommended by the employers, and the Honourable Mr. Justice Stuart of Calagry, chairman. Judge Stuart was appointed in the absence of a joint recommendation from Messrs Jones and Sherman. The members appointed to the boards established for the adjustment of the disputes in the case of the other Coal Mining Companies named having also reported themselves as unable in either case to decide on a third member, Judge Stuart was at the same time appointed chairman also of these boards, so that in the event of it being found desirable the disputes in the three cases might be investigated more or less together. Judge Stuart's appointment was dated November 30 with respect to all three boards. The report of the board established in the case of the present dispute was received in the department December 30. It was unanimous in character and was accompanied by an agreement signed by representatives of both parties effective until March 31, 1909. The meetings of the board were held on December 5 and 6, and an agreement was signed on the evening of the second day.

REPORT OF THE BOARD.

The text of the report of the board and the agreement effected was as follows, viz. :

In the matter of the Industrial Disputes Investigation Act, 1907.

Between the Canada West Coal and Coke Company, employers, and their employees, members of Local Union No. 1.959 of the United Mine Workers of America, employees.

Thursday, December 5, 1907.

Meeting of Board of Conciliation and Investigation, constituted by order of November 20, 1907.

Present : Chas. A. Stuart, chairman; Frank H. Sherman, S. A. Jones.

The members of the board took the oath of office as prescribed by section 13 of the Act before S. J. Layton, J.P.

Mr. J. H. Taylor and Mr. V. S. Kidd appeared representing the employers.

Before hearing evidence a conference was held informally in order to endeavour to arrive at a basis of settlement. The board assisted at this conference which, continued all day and until 7.30 p.m., including a personal inspection of the mine lasting three hours in the afternoon.

Friday, December 6.

The conference continued at 9.30 a.m., the board still assisting. At 11.30 an agreement was practically arrived at and dictated to a stenographer, and five copies struck off. During the afternoon this was submitted to a committee of the men. The conference resumed at 7.30 p.m., and after some further discussion of details the agreement, of which a copy is hereto annexed, was signed on behalf of the parties.

(Sgd.) CHAS. A. STUART,
Chairman.
F. H. SHERMAN,
S. A. JONES.

AGREEMENT.

It is hereby agreed between the Canada West Coal Company, Ltd., of the first part, and employees of the said company, as represented by the United Mine Workers of America, District No. 18, of the second part :

That the agreement existing prior to December 9, 1907, respecting general provisions and scales of contract prices and wages, shall govern the parties hereto for the period commencing December 9, 1907, and ending March 31, 1909, in so far as the same may be modified or affected by the provisions of this agreement; it being understood and agreed that the parties hereto will meet in conference sixty days prior to the expiration of this agreement to discuss a renewal thereof.

This agreement covers the mines and outside plant operated by the said company, and all persons accepting employment at these mines agree to be governed by the folllowing rules and regulations :

SETTLEMENT OF LOCAL AND GENERAL DISPUTES.

(*a*) In case any disputes or grievances arise under this agreement or any local agreement made in connection therewith, whether the dispute or grievance is claimed to have arisen by the company or any person or persons employed, or by the men as a whole, then the parties shall endeavour to settle the matter as hereinafter provided. But before any grievances shall be submitted to the pit committee, the person or persons affected shall endeavour, by personal application to the pit boss, to settle the matter, and in the event of them agreeing, their decision shall be final.

(*b*) In case of any local dispute arising in any mine, and failure to agree between the pit boss and any employee, the pit committee and mine superintendent shall endevour, to settle the matter, and if they agree, their decision shall be final.

(*c*) In the event of the failure of the pit committee and the mine superintendent

to settle any dispute so referred to them, as well as in the event of any other dispute arising, the matter in dispute shall be referred to the general superintendent or general manager of the company and the officers of District No. 18, United Mine Workers of America, for settlement, and if they agree their decision shall be final. Should they fail to agree, it shall be referred to a joint committee, said committee to be made up of three operators appointed by the Canada West Coal Company, Ltd., and three members appointed by District No. 18 of the United Mine Workers of America, for settlement. If they agree their decision shall be binding upon both parties. A majority of the full committee must vote in favour of any action before it can be declared carried. In the event of a failure to agree, the committee shall endeavour to select an independent chairman and failing to agree upon an indepen-endeavour to select an independent chairman and failing to agree upon an independent chairman, the Minister of Labour shall be asked to appoint such chairman; the decision of the committee thus constituted shall be binding upon both parties. The joint committee, when necessary shall meet on the second Monday of each month.

(*d*) In the meantime, and in all cases, while disputes are being investigated and settled, the miners, mine labourers and all other parties involved must continue to work pending investigation and until final decision has been reached, but where miner, miners, mine labourer or mine labourers has or have been discharged by the company, he or they shall not remain in the employ of the company while his or their case is being investigated and settled. If a claim be made within five days where a man or men has or have been unjustly discharged, the case shall be dealt with according to this article, and if it is proven that he or they have been unjustly dealt with, he or they shall be reinstated. If claim is made for compensation for time lost, in cases where reinstatement has followed, it shall be left to the joint committee to decide what amount, if any, is to be paid.

(*e*) Any breach of this agreement by any of the parties hereto is not to void the said agreement, but same is to continue in full force and effect. It is not intended, however, by this subsection to abridge the right of the men to suspend work after final settlement as herein provided, if any operator or operators refuse to be bound by any decision given against them under this article.

Article No. 2. No miner working at contract work on coal shall be allowed to hire labourers.

Article No. 3. The company gives the United Mine Workers of America a full recognition, and concedes to the check-off system; that is to say, upon the individual request in writing of any of the company's employees, the company shall deduct such moneys from their wages as is designated for dues, assessments, fines and initiation fees; in other words, the company will retain from wages due employees any sum they may have given upon the company for, in writing, payable to such officers of the United Mine Workers of America as may be designated in such orders.

Article No. 4. The company will furnish screened coal to their workmen at $2.50 per ton, within a radius of one mile from the mine. Beyond this radius haulage to be charged.

Article No. 5. The company will deliver all timbers as near the working face as possible.

Article No. 6. The hours of labour are to remain as at present.

Article No. 7. The company will furnish duplicate statements to all workmen and will pay by cheque semi-monthly.

Article No. 8. The company will make deductions from all contract miners for wages of check-weighers.

Article No. 9. The employees will have the right to make their own doctor and hospital arrangements, the company agreeing to make the usual deductions for same, the majority rule to rule in all cases of selection of doctor.

SCHEDULE 'A.'

Commencing December 9, 1907, the following schedule of wages will be paid at the Canada West Coal Company's mines located at Taber, Alberta :—

Pillars in pick-driven rooms	$90	per ton,	2,240 lbs.
Pick work in rooms	90	"	2,240 "
Pillars in machine rooms	80	"	2,240 "
Pillars of 12 ft. up to 20 ft.	90	"	2,240 "
Machine cutting in rooms by punching machines	30	"	2,240 "
Loading after machines in rooms	50	"	2,240 "

Entry work and narrow work between pilars of entries and necks of rooms to be paid at the rate of $1.25 per ton of 2,240 pounds, to be divided as follows : For loaders 82½ cts., and 42½ cts. for machine men. It is fully understood that this price does not apply to crosscuts in rooms and that the mining is to be done under the coal no less than 9 inches in thickness. This price applies to punching machines only.

Electric machine runners, $3.50 per shift of 8 hours at the face.

Electric machine scrapers, $3.00 per shift of 8 hours at the face.

The company will pay the sum of $3.00 per shift to all miners taken from contract to company work.

All other wages to remain as in old contract.

All other day work not included in old contract to be district rates.

Signed, sealed and delivered in triplicate, this sixth day of December, 1907, on behalf of the Canada West Coal Company, Limited, and the United Mine Workers of America, District No. 18.

(Sgd.) JAMES TAYLOR,
Superintendent.
F. H. SHERMAN,
President District No. 18, U. M. W. of A.
JOHN R. GALVIN,
Vice-President District No. 18, U. M. W. of A.
ROBERT DOODSON,
J. W. TURNER,
JAMES WILSON,
Local Committee.
PETER PATTERSON,
International Board Member.

Witnesses :
CHAS. A. STUART,
V. S. KIDD.

XIX.—APPLICATION FROM EMPLOYEES OF DUGGAN, HUNTRODS AND COMPANY, COAL OPERATORS OF TABER, ALTA.—AN AGREEMENT CONCLUDED ON ALL POINTS.

The application in this case was received on November 5, simultaneously with those from the Canada West Coal and Coke Company and the Domestic Coal Company, the cases dealt with in the two preceding sections of the present article, and the differences referred for investigation were similar to those set forth in the case of the Canada West Coal and Coke Company. The application was signed by James Boyle and William Murdock, president and secretary respectively of Local Union No. 102, of the United Mine Workers of America. The number of employees concerned was estimated at forty. The board was duly established as follows : Joseph Shorthouse, Taber, Alta., recommended by the employees; Frank H. Sherman, Taber, Alta., recommended by the employer; the Honourable Mr. Justice Stuart, Calgary, chairman. Judge Stuart was appointed in the absence of a joint recommendation from Messrs. Shorthouse and Sherman. The dispute in this case was considered jointly with that in the case of the Domestic Coal Company as set forth in section XVIII. of the present article and a joint agreement in the case of the two companies was affected. The agreement is printed in section XVIII. of this article and is not therefore repeated here.

REPORT OF BOARD.

The report of the board was received in the department on December 28 and was as follows :

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute Between Duggan, Huntrods Company, employers, and their employees, members of Local Union No. 102 of the United Mine Workers of America.

Thursday, December 5, 1906.

Meeting of the Board of Conciliation and Investigation, constituted by order of November 20, 1907.

Present : Charles A. Stuart (Chairman), Frank H. Sherman and J. Shorthouse.

The members of the board took the oath of office as prescribed by section 13 of the Act.

Mr. Duggan and Mr. Huntrods appeared on behalf of the employers and Messrs. Galvin, Doodson and Donnell, appeared for their employees.

The same proceedings were taken in every respect as in the case of the Domestic Coal and Coke Company and their employees, the two boards sitting simultaneously and hearing discussion as in that case. The joint agreement was eventually arrived at, as will appear from the report in that case.

(Sgd.)

CHAS. A. STUART,
Chairman.

F. H. SHERMAN,

JOS. SHORTHOUSE

Taber, Alta., December 7, 1907.

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XX.—APPLICATION FROM THE EMPLOYEES OF THE STRATHCONA COAL COMPANY OF STRATHCONA, ALTA.—BOARD ESTABLISHED—AGREEMENT CONCLUDED ON ALL POINTS.

The department received on November 12 an application for the establishment of a board to adjust differences between the Strathcona Coal Company, of Strathcona, Alta., and its employees. The application was made on behalf of the employees and was signed by John W. Saint and John R. Galvin. The differences referred for investigation were demands on the part of the employees as follows, viz. : A change in the hours of labour, requiring an eight-hour day from bank to bank; a change in wages requiring weekly pay by legal tender, and a change generally of the conditions surrounding the working in and about the mine, and recognition of the United Mine Workers of America. The number of employees concerned was estimated at forty.

The board, which was fully constituted on December 2, consisted of Frank H. Sherman, Taber, Alta., recommended by the employees; F. L. Otter, Edmonton, Alta., recommended by the employing company, and George Montgomery, Edmonton, Alta., appointed by the minister on the recommendation of the foregoing members. The board met at Edmonton on December 18, 19 and 20, and an agreement was arrived at on all points in dispute, effective from December 23, 1907, until March 31, 1909. The agreement involved 'an 8-hour working day at face or place of working; semi-monthly payment of wages by cheque; supply of screened coal by the company to its workment at $3.25 per ton within Strathcona city limits, and full recognition of the United Mine Workers of America, with the adoption of the check-off system, and an arrangement for the settlement of local and general disputes.'

The report of the board was received in the department on December 28.

CHAIRMAN'S VIEW OF ACT.

In a covering letter to the minister, accompanying the report of the board, and dated December 23, the chairman of the board, Mr. Geo. S. Montgomery, stated :

'Whilst the board was not called upon to investigate fully the matters between these parties, there is no question but that the mere fact of the board having been appointed by the government, and being in session, had the effect of bringing about a reconciliation and a compromise between these parties. It is the unanimous opinion of the board that the law is successful.'

The text of the report of the board and of the agreement affected was as follows :

REPORT OF THE BOARD.

The Board of Conciliation and Investigation of the Strathcona Coal Company, Limited, was duly organized on the 18th day of December, 1907, A.D., at the offices of the Universal Coal Company, 2nd Street, Edmonton, Alta., and the qualifications and oaths of office were duly taken by the following gentlemen, who comprised the board, viz. : Mr. G. S. Montgomery, chairman; Messrs. Francis L. Otter and F. H. ciliatory manner.

accordance with the provision and requirements of the law, the board was duly constituted and established with all necessary power to investigate their complaints, and for the settlement of their differences as far as practicable in an amicable and conciliatory manner.

The statement of the claims of the Strathcona Coal Company, Limited, were also received and were duly filed with the board; the documents in question were left in the care of the secretary of the board. Mr. Frank Smith, the manager of the Strathcona Coal Company, Limited and Mr. J. R. Galvin, vice-president, District No. 18, United Mine Workers of America, met the members of the board at the above offices on the afternoon of the 18th inst., and requested an informal sitting o fthe board as its third member, Mr. F. H. Sherman, was unavoidably absent. They then reported that they had been able to arrange their differences, an da copy of the contracts as drawn out between them was produced and was informally read through, and it was considered most satisfactory to lay before the board at its meeting on the ensuing day.

On the board re-assembling on the 19th instant, Mr. J. R. Galvin, the vice-president, District No. 18, United Mine Workers of America, gave a resumé of the reasons why the board had been organized, and was satisfied with the progress which had been made, while claiming he had not succeeded in getting all for the workers he could wish, yet matters had been arranged in such a way as would tend for the peace and harmony of all parties concerned. Mr. J. R. Galvin then made a request that the managing director of the Strathcona Coal Mine, Limited, (Mr. Ross) be asked to attend on the board, that the contracts might be signed in their presence in an official manner. This request met with the approval of the board, and the meeting stood adjourned till 4 p.m., when Mr. Ross attended the board meeting, and after a short discussion between him and some members of the board on the length the contracts should run, the contracts were duly signed in the presence of the chairman of the board by Mr. Ross, which was considered very satisfactory, and the contracts as signed by the parties are attached hereto.

(Sgd.)

GEO. S. MONTGOMERY,
Chairman.

F. H. SHERMAN,
FRANCIS L. OTTER.

AGREEMENT.

It is hereby agreed between the Strathcona Coal Company, Ltd., of the first part, and the employees of the said company, as represented by the United Mine Workers of Amrica, District No. 18, of the second part :

That the agreement respecting general provisions and scales of contract prices and wages shall be governed by the union scale now prevailing in Sub-district No. 4 of District No. 18, in so far as the same may not be modified or affected by the provisions of this agreement; it being understood and agreed that the parties hereto will meet in conference sixty days prior to the expiration of this agreement to discuss a renewal thereof.

This agreement covers the mines and outside plant operated by the said company, and all persons accepting employment at these mines agree to be governed by the following rules and regulations :—

(*a*) In case any disputes or grievances arise under this agreement, or any local agreement made in connection therewith, whether the dispute or grievance is claimed to have arisen by the company or by person or persons employed, or by the men as a whole, then the parties shall endeavour to settle the matter as hereinafter provided. But before any grievances shall be submitted to the pit committee, the person or persons affected shall endeavour, by personal application to the pit boss, to settle the matter, and in the event of them agreeing, their decision shall be final.

(*b*) In case of any local dispute arising in any mine, and failure to agree between the pit boss and any employee, the pit committee and mine superintendent shall endeavour to settle the matter, and if they agree, their decision shall be final.

(*c*) In the event of the failure of the pit committee and the mine superintendent to settle the dispute referred to them, as well as in the event of any other dispute arising, the matter in dispute shall be referred to the general superintendent or general manager of the company and the officers of District No. 18, United Mine Workers of America, for settlement, and if they agree, their decision shall be final. Should they fail to agree, it shall be referred to the joint committee, said committee to be made up of three operators appointed by the Strathcona Coal Company, Limited, and three miners appointed by District No. 18 of the United Mine Workers of America, for settlement. If they agree, their decision shall be binding upon both parties. A majority of the full committee must vote in favour of any action before it can be declared carried. In the event of a failure to agree, the committee shal, endeavour to select an independent chairman, and failing to agree upon an independent chairman, the Minister of Labour shall be asked to appoint such chairman; the decision of the committee thus constituted shall be binding upon both parties. The joint committee, when necessary, shall meet on the second Monday of each month.

(*d*) In the meantime, and in all cases, while disputes are being investigated and settled, the miners, mine labourers and all other parties involved must continue to work pending investigation, and until final decision has been reached; but where miner, miners, mine labourer or mine labourers has or have been discharged by the company, he or they shall not remain in the employ of the company while his or their case is being investigated or settled. If a claim be made within five days where a man or men has or have been unjustly discharged, the case shall be dealt with according to this article, and if it is proven that he or they have been unjustly dealt with, he or they shall be reinstated. If claim is made for compensation for time lost, in cases where reinstatement has followed, it shall be left to the joint committee to decide what amount, if any, is to be paid. Any costs, it was settled upon, should be decided by the board.

(*e*) Any breach of this agreement, by any of the parties hereto, is not to void the said agreement, but same is to continue in full force and effect. It is not intended, however, by this subsection to abridge the right of the men to suspend work after final settlement as herein provided, if any operator or operators refuse to be bound by any decision given against them under this article.

Article No. 2. No miner, working at contract work on coal shall be allowed to hire labourers.

Article No. 3. The company gives the United Mine Workers of America a full recognition, and concedes to the check-off system; that is to say, upon the individual request in writing of any of the company's employees, the company shall deduct such moneys from their wages as is designated for dues, assessments, fines and initiation fees; in other words, the company will retain from wages due employees any sum they may have given orders upon the company for, in writing, payable to such officers of the United Mine Workers of America as may be designated in such orders.

Article No. 4. The company shall furnish screened coal to their workmen at $3.25 per ton, in Strathcona city limits.

Article No. 5. The company attends to timber, water and track.

Article No. 6. The hours of labour are to be 8 hours working day at face or place of working. It is understood that nothing herein shall be held to afford any ground against the enactment of legislation respecting hours of labour in the province of Alberta.

Article No. 7. The company shall pay semi-monthly by cheque.

Article No. 8. The company shall make deductions from all contract miners for wages of check weighers.

Article No. 9. The employees will have the right to make their own doctor and hospital arrangements, the company agreeing to make the usual deductions for same, the majority rule to rule in all cases of selection of doctors.

The coal mined and delivered at the cage to be 33⅓ cents per car. This is at the rate of 30 cents per car and 3⅓ cents per car for pushing.

For turning and opening out room from entries is $3.00.

All narrow work 8 feet and under, 50 cents per lineal yard and coal.

This contract goes into effect on Monday, December 23, A.D., 1907, and continues until March 31, 1909, provided if the Strathcona Coal Company, Limited, sell the mine, this contract will cease and terminate.

(Sgd.)

W. E. ROSS,
Managing Director.

F. H. SHERMAN,
President, &c., &c.

JOHN R. GALVIN,
Vice-President, &c., &c.

GEO. S. MONTGOMERY,
Chairman.

FRANCIS L. OTTER.

As to signatures of W. E. Ross, F. H. Sherman, John R. Galvin.

XXI.—APPLICATION FROM GRAND TRUNK RAILWAY COMPANY WITH RFEERENCE TO TELEGRAPHERS IN ITS EMPLOYMENT—AGREEMENT AFFECTED ON ALL POINTS.

The department received on November 19 an application for the establishment of a Board of Conciliation and Investigation to adjust differences between the Grand Trunk Railway Company of Canada and the telegraphers employed on its system. The application was signed by W. G. Brownlee, general transportation agent of the Grand Trunk Railway Company. The number of persons affected by the dispute was estimated at five hundred. The differences related to wages, hours and conditions of labour, and were set forth in the form of schedules presenting the clamis of the company and the men respectively. The board was duly established, being constituted as follows, namely : Mr. J. G. O'Donoghue, Toronto, recommended by the employees; Mr. Wallace Nesbitt, K.C., Toronto, recommended by the employing company; and Professor Adam Shortt, Kingston, chairman, appointed on the joint recommendation of the foregoing members. The board began its sessions on December 4, at Toronto, and continued until the evening of December 7. Several matters remained still to be adjusted when the board adjourned, these relating especially to increase of wages, allowance for overtime for Sunday work, posting of seniority list and the announcement of the vacancies on the district as they occur. The board met again to consider these and other matters on December 11 and 12, at Montreal. At this meeting the general principles of an agreement were arranged, but certain details were left for settlement between the officers of the railway and the committee of the telegraphers. These details proved more difficult of adjustment than had been expected, and further meetings of the board took place on January 10 and 13, 1908, resulting in the signing of an agreement on the last named date. In the course of the discussions which took place before the board, certain general considerations affecting the ability of the railways to pay increased wages were brought out which were deemed by the board to be of sufficient interest to be placed on record in their report and included therein. These considerations, printed below, form a valuable contribution to the current discussion of industrial and social problems.

The agreement effected provided that the rules and rates of pay governing agents and telegraphers effective June 1, 1905, should remain in force, subject to certain stated changes relating to rate of pay for work performed on holidays, and to the following conditions : 'An increase of ten per cent, in minimum rates and fixed salaries of less than $47 per month, where total salary from all sources does not exceed $60 per month, and not included in the apportionment of $10,000 per annum for specified offices in accordance with recommendations of superintendents. Salary of relieving agents to be $75 per month, effective January 1, 1908, and thereafter subject to ninety days' notice of change.'

REPORT OF THE BOARD.

The report of the board was received in the department on January 23, 1908, the text being as follows:—

SESSIONAL PAPER No. 36

Memorandum of agreement between the Grand Trunk Railway and a committee representing the telegraphers on lines east of the Detroit and St. Clair rivers.

Rules and rates of pay governing agents and telegraphers, effective June 1, 1905, to remain in force, with the following exceptions :

Article 13 to be changed to read as follows :—

'Telegraphers required to work on Sundays or the following legal holidays, viz., New Year's Day, Dominion Day, Labour Day and Christmas Day, except to meet regular passenger trains, will be paid extra for such work pro rata on schedule salary based on a thirty day month (less than thirty minutes not to be counted over thirty minutes, and less than sixty minutes to be counted as one hour) with a minimum compensation of twenty-five cents for each call for which one hour service shall, if necessary, be rendered. This rule not to apply to telegraphers receiving the main line minimum or in excess thereof and when the overtime allowed brings the monthly pay to the main line minimum rate that station shall be considered a regular Sunday office, and the main line minimum shall constitute the telegrapher's pay for that station.'

An increase of ten per cent in minimum rates and fixed salaries of less than $47 per month, where total salary from all sources does not exceed $60 per month, and not included in the apportionment of $10,000 per annum for specified offices, in accordance with recommendations of superintendents.

Salary of relieving agents to be $75 per month.

Effective January 1, 1908, and thereafter subject to ninety days' notice of change.

(Sgd.) W. T. BROWNLEE,
Genl. Trans. Mgr.

Telegraphers' Committee :
(Sgd.) J. WILLOUGHBY,
Chairman.

ADAM SHORTT,
Chairman.
WALLACE NESBITT,
J. C. O'DONOGHUE.

January 13, 1908.

The board were much pressed by the suggestion that the same board had recommended a higher rate of pay to the telegraphers in the service of the Canadian Pacific than they were prepared to recommend in the present instance. We are glad to be able to report that the parties appreciated the reason why the members of the board could not in this instance see their way to the recommendation of any higher rate than that finally agreed upon between the parties, and we desire to put upon record some of the reasons why we came to this conclusion.

We thought, under the present conditions, that the offer of the company in the matter of increase of wages was all that could be justified. There are many considerations entering into the question. In our view, there is the right of the men to receive a living wage, and that right is paramount. The workman is entitled to get a fair day's wage for a fair day's work. What, however, often seems to be ignored is that

capital and labour are both necessary in order to produce a profit, whether it is in the operation of railways, in manufacturing, or in any other branch of trade. The aim of the worker should be to secure a fair share of this profit. But there is also to be considered the position of the men who advance the money to enable the undertaking to be carried on, which gives employment; he, too, is entitled to receive a return for his money and his risk. A hundred millions of the capital stock of the Grand Trunk Railway receives no dividend whatever. If such dividends on the preferred stock as are now being paid are still further reduced by the wages bill being increased, what must necessarily follow ? The company cannot obtain further money for expansion, for it can be more remuneratively employed in other undertakings. This certainly would be a disadvantage to the vast numbers who find employment on railways. Then there is the constant demand of the public for the betterment of the service and equipment, for increase of facilities, the bettering of the roadbed, and general improvement in the accommodations. These can only be obtained where the parties asked to advance the money can see some possibilty of return for the advance. Our experience on a number of these boards has led us to the conclusion that there seems to be an oversight on the part of the public on two things: first, that there is a continual demand for an increase of expenditure upon the part of the company for facilities, and second, a continual demand for a reduction of the tariffs which furnish the moneys necessary to provide these facilities and accommodations. The growth of earnings is not keeping pace proportionately with the growth of expenses. If the operating expenses and the wages to employees must be increased from time to time, and the public so demand, very serious considerations must be given to proposals for the reduction of freight and passenger rates, inasmuch as every reduction directly affects the ability of the railways to pay the wages asked by their employees. There is no doubt that the cost of living has greatly increased, and that the employees of a railway company are entitled to be better compensated to meet such increased cost, but surely they are not entitled to be compensated at the sole expense of people who have invested their money, and who would in turn be deprived of their means of livelihood. The public should bear their share. The railway employee spends his money for the benefit of every other member of the community, from farmer to manufacturer, and if the employee has to obtain more money to meet his increased cost of living, other classes of the community who receive the benefit of the money he spends should contribute their share towards enabling him to get the money he has to spend, and it is for the foregoing reasons that, under the present conditions, and having in view all the surrounding circumstances, we thought that the offer of increase made by the officials of the Grand Trunk Railway Company had gone as far as could be justified, though not necessarily to the limit which the telegraphers ought to receive under other circumstances. The deterring of the investment of capital in railway undertakings would certainly not be a benefit to the community at large, and if the property of lenders is to be practically confiscated between the demand of the public on the one side and the demand of the employees on the other, it must lead to a general reduction in wages or a shrinkage in the number of employees, with a much greater ultimate loss to labour. It has been suggested that this state of affairs be met by the state becoming sole owner of the railways. To accomplish this, the capital necessary to make railways and work them would still have to be found. The mere fact of state ownership does not bring capital down from the skies like the manna to the Israelites

in the desert. If borrowed by the state, interest must be paid for it, and probably at a higher rate than the state now has to pay, for two reasons; first, because of being larger borrowers; second, because of the risk incident to industrial undertakings. If raised by taxation, this would be nothing more than getting it from the collective resources of the country. The wages, other than the living wage before referred to, which are paid by railway companies to their employees must, therefore, disguise it is we may, depend upon what a company earns after the interest on capital employed is paid. This may equally be said of all industrial and commercial undertakings, and no amount of vague, philanthropic talk can alter this fact any more than it can alter the fact that two and two make four.

(Sgd.) ADAM SHORTT,
WALLACE NESBITT,
J. G. O'DONOGHUE.

XXII.—FURTHER APPLICATION FROM EMPLOYEES OF CUMBERLAND RAILWAY AND COAL COMPANY, SPRINGHILL, N.S.—BOARD ESTABLISHED—UNANIMOUS REPORT PRESENTED—NO CESSATION OF WORK.

On November 21 the department received an application for the establishment of a Board of Conciliation and Investigation to adjust further differences between the Cumberland Railway and Coal Company, Limited, of Springhill, N.S., and its employees. The number of persons affected by the dispute was estimated at 1,600, theis being the total number of employees, men and boys, of the company; of the number, 900, it was stated, belong to the union making the application. The causes of differences were set forth as follows :

'First case is in repect to the fulfilment of an agreement between the parties for payment for stone in pillar work where it exists, on the basis of 4c. per inch per lineal yard for 4 in. and upwards.

'Second case is in respect to the adoption of a general wage schedule for coal cutters and their loaders.

'Third case is in respect to the matter of the change in the mode of payment of the mineral gotten from box to tonnage price

'Pioneer Lodge, No. 1, Provincial Workmen's Association, further respectfully makes application for a reference to the Board of Conciliation now being applied for, of any cases in dispute which may arise between the contending parties, from the date of this application up to, and including the date of the sittings of the said board. The object of the lodge in this respect being to have a final and satisfactory adjustment of all matters in dispute between it and the said company, which may be pending up to the date of the sittings of proposed board.'

The board was duly established, being constituted as follows : His Honour Judge Patterson, New Glasgow, N.S., chairman; Hiram Donkin, Halifax, N.S.; and R. B. Murray, Springhill, N.S. Mr. Donkin was appointed by the minister on behalf of the company in the absence of a recommendation from the employing company concerned, and in compliance with section 8, clause 2, of the Industrial Disputes Investigation Act, 1907. Mr. Murray was appointed on the recommendation of the employees. The chairman was appointed in the absence of a joint recommendation from the two members of the board first apppointed.

The report of the board was received in the department on January 22, 1908, and was unanimous in character, and an agreement between the parties to the dispute not having been reached during the proceedings before the board reported that it had considered first the third case as stated above, relating to 'the mode of payment of the mineral gotten from box to tonnage price,' and had decided that the fair way to arrive at the weight of coal would be on a basis of specific gravity indicated, and indicated what it regarded as a reasonable determination of weights.

With respect to the second case, that relating to 'the adoption of a general wage

schedule for coal cutters and their loaders,' little difficulty was experienced, the report stated, save with regard to a very few details. A schedule of rates had been discussed by men and management in the month of May preceding, at which not only was the principle of a schedule assented to by both parties, but as a result of repeated conferences, almost every detail of the schedule was accepted. The board considered the various sections concerning which agreement had not been reached, and made a recommendation in each case, copies of the original draft schedule and the schedule as amended being submitted with the report. Certain sections of the schedule referred to the question of payment for stone in pillar cuts, and the board, in discussing these points, made some reference to the general question of stone in pillar, and to the previous board which had dealt under the Act with this question to some extent. The report pointed out that the company had furnished no statement in reply to the application, and the board had therefore to rely wholly upon the evidence furnished by the lodge, but that so far as the schedule is concerned, it was impossible to conceive that any evidence would have been adduced by the company to deny that the principles of a schedule had been concurred in between the parties, and that a very large proportion of the section and items therein had been adopted. The report stated on this point : 'It seems clear to the board that if in the past a schedule of wages had been in operation in the Springhill collieries, very much of the friction and unpleasantness which has so frequently occurred there between the company and its employees would have had no existence.' The board recommended that the schedule as amended be adopted for a period of three years.

Filed as part of the report was a letter addressed by Mr. Donkin, a member of the board, to Mr. H. McInnes, counsel for the company, urging, on behalf of the board, that the company should meet the men with a view to framing a schedule, and dwelling on the fact that although nearly all the items in the proposed schedule had been already agreed upon, the men were prepared to make modifications, if by so doing they could meet the views of the company. The reply of the company was also included in the report. In this communication, sent by wire, Mr. McInnes stated that he had discussed the question of a schedule with the general manager, who had stated that a hard and fast schedule in a place like Springhill is unworkable. Mr. McInnes elaborated this point at some length, and stated in conclusion that 'a schedule properly and honestly prepared would leave open so many rates to be governed by local conditions that it would be practically worthless.'

COMPANY DECLINES TO ACCEPT FINDINGS

Copies of the report of the board was sent to the parties concerned, and on February 3 the department received the following communication from the company declining to accept the findings of the board :

SPRINGHILL, N.S., January 27, 1908.

W. L. MACKENZIE KING, ESQ.,
Deputy Minister of Labour
and Register of Boards of Conciliation and Investigation,
Ottawa, Ont.

SIR,—I beg to acknowledge receipt of your favour of 23rd instant, inclosing copy of report, to the Minister of Labour, of the Board of Conciliation and Investigation, dated January 18th.

I respectfully beg to adivse you that the company's ultimatum to the men when on strike for thirteen weeks against the ruling of the first Board of Conciliation on the same matter of the so called 'local stone' issue was as follows:—

'The men may resume work on the distinct understanding that they must abide by the award of the Board of Conciliation and that there cannot be any increases in wages in the district covered by the award now or later. The president and directors of this company are firm in their determination and they have been all along that the men must return under exactly the same terms and conditions as existed when they quit on the 31st of July against the ruling of the Board of Conciliation. The company cannot afford to make and will not make advances on the abnormally high rates now being paid. The cost of production must not be increased. Let this be plainly understood and the men can go back to work.'

The company has not retreated from its position, nor has it any intention of so doing, and I therefore respectfully beg to advise you that the findings of this third board will not be entertained.

The company cannot afford to, and will not increase wages in any way.

I have the honour to be, sir,
Your obedient servant,

J. R. COWANS,
General Manager.

FINDINGS ACCEPTED BY MEN.

On February 5 the department received the following communication from the employees accepting the findings of the board :

Springhill, N.S., February 2, 1908.

In the matter of the Industrial Disputes Investigation Act 1907, and in the matter of certain differences between the Cumberland Railway & Coal Company, and Pioneer Lodge No. 1, Provincial Workmen's Association.

DEAR SIR,—I am directed to acknowledge the receipt of you favour of January 23, ult., together with the copy of the report of the Board of Conciliation and Investigation appointed to consider the abope differences.

I am further directed to inform you that Pioneer Lodge received the report of the board and agreed to accept the award as therein set forth.

Your obedient servant,

C. N. WARD,
Sec. Pioneer Lodge, No. 1, P.W.A.

Springhill, N.S., P.O. Box 573.

W. L. MACKENZIE KING,
Deputy Minister of Labour,
Ottawa.

It may be observed that despite the failures of the disputing parties to accept the findings of the board, work was continued at the mines without cessation.

REPORT OF THE BOARD.

The report of the board was as follows :

In the matter of the Industrial Disputes Investigation Act, 1907, and of the Cumberland Railway and Coal Company, Limited, Employer, and Pioneer Lodge No. 1, Provincial Workmen's Association, Employees.

Report of Board of Conciliation and Investigation in the above matter :

The board, composed of R. B. Murray, recommended by the lodge to represent the employees, and Hiram Donkin, appointed by the Minister of Labour, to represent the employer, and Judge Patterson, chairman, pursuant to notice given by the chairman to the parties interested, met on the 8th day of January, 1908, at three o'clock p.m., in a public hall in Springhall, the locality of the dispute between the above parties, and having taken the proper oath of office, proceeded with the reference.

Mr. William Watkins, secretary of Pioneer Lodge No. 1, filed with the board a certificate from the lodge appointing Mr. Alexander E. McPherson, Mr. E. B. Paul and Mr. J. B. Moss, to present the case of the lodge before the board. No person was present on behalf of the company.

The chairman spent the balance of the afternoon endeavouring to ascertain if the matters in dispute could not be arranged between the parties themselves. The representatives of the lodge assured him that they had without success, exhausted every possible means of securing a settlement with the company without the intervention of the board. The failure of the subsequent efforts made by the board itself to induce the company to meet the lodge and endeavour by friendly conference to settle the dispute, leaves the board in no doubt as to the truth of their statements.

The taking of evidence was commenced at ten o'clock on the morning of January 9, and continued, with an intermission at noon, all day. Adjournment was had until 10 o'clock next morning, when the hearing was resumed and continued with the usual intermission all of that day. Adjournment was further had until ten o'clock next morning, when the hearing was again resumed and completed at about two o'clock p.m. The steographer being unable at once to furnish the board with complete copies of evidence, the board adjourned, to meet at Truro an the 16th inst., to draw up its report. In consequence of the indisposition of Mr. Donkin, it was subsequently arranged that this meeting should be held at Halifax.

On the morning of the 9th inst., Mr. Donkin, with the approval of the lodge, went to the office of the company to open up negotiations with them towards a settlement of the matters in dispute, and was referred by the assistant general manager to the company's solicitor, Mr. H. McInnes, K.C. Mr. Donkin got into communication by telephone with Mr. McInnes, and told him that so far as he could see, there was very little difference between the men and the company; that there was a pronounced disposition on the part of the men to meet with representatives of the company and arrange the schedule which would eliminate all other matters in dispute. He pointed out that this should be more satisfactory to all concerned than to have these matters referred to outside parties. At Mr. McInnes' request, Mr. Donkin addressed a letter to him putting in formal shape what had been said over the telephone. A copy of that letter is annexed to this report. To that letter he received a reply by wire arguing the impossibility of fixing a schedule for the Springhill mines. A copy of

that reply is also hereto annexed. It will appear more fully hereafter, but may properly be mentioned here, that last May, the principle of a schedule had been adopted and the schedule itself was drawn up, and with the exception of a very few and most of them matters of trifling importance, agreed upon by both management and men.

Three cases in dispute were stated in the application, but a reference to the last page of the minutes will show that the lodge did not offer any evidence upon the first case set out in the application.

The third case, that is 'in respect to the change in the mode of payment of the mineral gotten from box to tonnage price,' was first dealt with.

The evidence seems conclusive that for at least a period of 25 years, 2 cubic feet of solid coal has been accepted as the basis of measurement; this was taken to be the equivalent of a box of mined coal, and its weight was assumed to be 1,650 lbs. The weight of the box of coal was arbitrary, and only of secondary importance; the basis of measurement was the 22 cubic feet of solid coal.

In the course of events, there arose a question between the men and the management as to what was a box of coal. A box filled level full of mined coal at the face of the workings would not be level full on arriving at the bank-head. It was agreed between men and management that if the shrinkage did not amount to more than six inches in the height of the coal in the box at the bank-head, it was to be considered a full box. If the shrinkage were greater than six inches on any one box, the box was forfeited; and while this was the agreement, it was disclosed that for a period of at least six years there were no forfeitures in this respect. In 1906, the men made application to the Commissioner of Mines of the province of Nova Scotia, praying him to order the installation of scales at the bankhead, so that payment might be made by the ton (of 2,240 lbs.) instead of by the box. These scales were installed during the strike of last year.

In 1907, by methods which by reason of the company's attitude in not appearing at the investigation are unknown to the board, the company made a test of the weight of the boxes in order to arrive at a standard weight. The standard arrived at, was for No. 2 mine, 1,843 lbs.; and for No. 3 mine, 2,009 lbs. Boxes now weighing less than the figures given are docked; but in cases of overweight, the excess is allowed the men. It has already been pointed out that for a period of at least 25 years, and as a result of an agreement with the company (a copy of which agreement is annexed to this report) the standard weight of a box of coal had been fixed at 1,650 lbs. It will be thus seen that the standard weight of a box has been raised by the company for No. 3 mine by 359 lbs., for No. 2 mine by 193 lbs. It is well known that the coal produced in No. 3 mine is smaller than the coal produced in No. 2 mine. It would therefore weigh more per box of the same capacity than the larger coal produced from No. 2 mine—hence the greater part of the difference in weight of the coal produced from these mines is accounted for. This difference may be further in part accounted for by the fact that the number of boxes of wet coal from No. 3 mine during the test was greater than the number of boxes of wet coal from No. 2 mine. This large difference, however, is not borne out by scientific calculations based on the specific gravity of the coal, as will hereafter more fully appear. The evidence is complete that boxes loaded level full of dry coal at the face, in cacordance with the old agreement (this agreement is also annexed to this report) could not contain 2,000 lbs. and

1,843 lbs. respectively. That in order to obtain such weights, boxes must have been loaded in a different way; and it appears that during the period the test was being made, boxes were loaded differently. In some cases, boxes, after having travelled from the face, a considerable distance and necessarily shrinking, were returned under the company's instructions to one of the company's chutes, and more coal put on them. The details of the docks and fines also show clearly, that some different system of docks and fines must have been employed during this time.

Witness after witness swears that during the period in December since the company adopted its standard, boxes that were loaded so as to faithfully fulfil the requirements of the last mentioned agreement were docked. The inference, too, is irresistible that during the time the test was being made, a large quantity of stone was in the boxes. During that time there were only 137 docks and 15 fines for stone in the whole of No. 3 mine. For a similar period in December, when not so much coal was mined and not so many men were at work, there were 430 docks and 129 fines in the same mine. In No. 2 mine, the figures are equally striking; while the company were trying to fix the standard weight, there were only 44 docks and 24 fines; but in the corresponding period in the next month, there were 111 docks and 126 fines.

In the opinion of the board, the fair way to arrive at the weight of the coal would be on a basis of specific gravity. The specific gravity of the coal from Nos. 2 and 3 mines has been determined and put in evidence. (Exhibit H4 to the minutes of evidence). Referring to the exhibit, it will be found that the specific gravity of coal from No. 3 mine is 1·29 and from No. 2 mine, is 1·282. In both of these determinations the cubic foot of water was taken at 62·335; therefore, the weight of a cubic foot of solid coal would be 62·335 multiplied by 1·29 for No. 3 mine, and by 1·282 for No. 2 mine, or in other words, 80·41 lbs. for No. 3 mine and 70·91 lbs. for No. 2 mine.

Bearing in mind that 22 cubic feet has been the basis of measurement for at least 25 years at these collieries, the result of the above figures multiplied by 22 should give 1,769 lbs. per box for No. 3 mine and 1,758 lbs, for No. 2 mine.

The board ordered measurement to be made to determine the cubic capacity of the box used. From those measurements, it was found the box had a cubic capacity of 35·2 cubic feet. On reference to text-books, it is shown that loose bituminous coal weighs 50 lbs. per cubic foot. On this basis a box of coal would weigh 1.760 lbs.—a remarkable confirmation of the accuracy of the former calculation.

A calculation was also made of a box of coal on arrival at the bank-head with the shrinkage amounting to four inches. This was treated as coal moderately shaken—and the text books to which reference has been made give the weight of such coal as 54 lbs. per cubic foot. The box, under these conditions, would weigh 1,650 lbs.; going to show pretty clearly that the old standard was practically correct. Applying this calculation to a level full box arriving at the bank-head, it would give a weight of 1,900 lbs., but the evidence establishes beyond a doubt, that a box level full at the face, as required by the agreement formerly referred to, does not arrive at the bank-head level full.

While there is no doubt that the specific gravity of the coal from No. 3 and No. 2 mines is substantially 1·29 and 1·282 respectively, and the calculation herein based thereon is substantially correct, the board does not wish to say that the specific gravity has been finally determined by one test. It does, however, wish to say in the most

emphatic manner that the accurate specific gravity is the only proper basis for the conversion of box price to tonnage price; and if the price per box has been based on 22 cubic feet of coal in the solid, as it undoubtedly has, its conversion into an equivalent price per ton (of 2,240 lbs.), as shown on the scales, can be arrived at with absolute accuracy.

The lodge repeatedly during the course of the investigation expressed its willingness to accept the weight as it will be scientifically determined, though indisputably, that weight will be greater per box than has for more than 25 years been the accepted standard. The board feels that so nearly correct is the determination of weights, namely, 1,769 lbs., for No. 3 mine and 1,758 lbs. for No. 2 mine, that it recommends that 1,770 lbs., be taken as standard weight of 22 cubic feet of coal in the solid for both mines. The employees are willing to accept this standard. In making this recommendation, the board must not be understood as recommending against the continued measuring of coal won. Measurement should still be made in order to arrive at a fair distribution of earnings among the men.

The second case is in respect to the adoption of a general wage schedule for coal cutters and their loaders. Little difficulty, except in regard to a very few details, was experienced here. The evidence showed conclusively that in May last the matter of a schedule of rates was taken up by the men and management; not only was the principle of a schedule assented to by both interests, but as a result of repeated conferences between the management and a committee of the lodge, almost every detail of the schedule was agreed to. Speaking more particularly, the schedule was divided into two parts; part one referring to No. 2 mine and part two to No. 3 mine. In both parts there were 63 sections. (In the minutes of evidence these sections are referred to as 'items;' but 'section' is the more correct term, and will be followed in this report; 'item' being used for a part of a section when necessary). Of these 63 sections, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 14, 16, 17, 18, 19, 20, 21, 22, 23, 24, with two items excepted, which will be dealt with 25 and 27, with one item excepted also to be dealt with later, 28, 29, 33, 34, 35, 36—(the second item of this section 36 'ribbing in' was not agreed to, the management claiming to the committee there would be none of that class of work to do in that lift. The prices asked are the prices for that kind of work in the mine, and should such work be done, it must be paid for at the rate specified). 37, 38, 39. (The same remark as made under 36 applies to the second item of section 39). 40. (Item 3 in this section was objected to by the management. It was not made clear to the board that timber in this lift was being paid for, and the objection of the management is sustained). 41, 42, 44, 45, 46, 47, 48, 49, 51. (The items 'fan holes,' setting up fans,' 'moving ginny.' 'stone in pillar cuts for thickness amounting to four inches or over,' and 'cope ups,' were not agreed to, and all of these will be discussed later). 52, 53, 54, 55, 56, 57, 58, 59 and 60 were, according to the evidence furnished by the board, fully agreed upon as the result of the conferences between the committee and the management. The board would not presume to interfere in matters agreed upon by both parties interested, and desires without further discussion to confirm these sections, subject to the exceptions before referred to and hereinafter to be dealt with, and recommends their adoption.

As to the sections remaining, 31, 32, 62 and 63 should have no place in a wage schedule, and are beyond the scope of this inquiry.

Sections 30 and 61 appear to be entirely superfluous.

Sections 13 and 43, in the judgment of the board, were inserted to meet possible futuer conditions. The basis idea in darwing up the schedule is to provide for present day conditions, and such as in the natural course of events will arise within a reasonable time. Taking this view, the board has not inserted these sections in the schedule it recommends.

Sections 15 and 20. The evidence upon these shows that where old timber was taken out and disposed of by the men and new timber set, they were paid double. As these sections appear in the draft schedule, no reference is made to the disposing by the men of the old timber. The board has made an amendment which correctly covers prevailing conditions, and with that amendment has inserted the sections in the schedule.

In section 24 there were two items not agreed upon, viz., 'ginny and landing' and 'moving ginny.' Without going fully into the evidence, the board recommends that 'ginny and landing' be struck out, and 'moving ginny' be divided into three items, as follows :—

Moving ginny across chute	$ 50
Moving ginny down chute	1 00
Moving ginny up chute	1 50

The item 'moving ginny' in section 51 is to be amended in same way.

The item 'cope up' in sections 27 and 51 will remain as proposed in draft schedule.

To the item 'fan holes' and 'setting up fan' in this last named section, the only objection of the management was that in No. 3 mine there would be no such work. It appears that since the time of the negotiations such work has been done, and that the prices asked are the prices at present prevailing. We have therefore left items as proposed.

There remains now to be dealt with only section 26 and an item in section 51. The section is actually the same as the item, the one referring to No. 2 mine and the other to No. 3. Both deal with the 'stone in pillar' question, the proper decision of which has been the only real difficulty in the way of the board. According to the evidence before us, stone in pillar cuts should be paid for in both mines at the rate asked in draft schedule. But the board cannot ignore the fact, which is of general notoriety, that a former board sitting under thi sAct dealt in a partial form with this question, and made a finding upon it—a finding which has evoked much discussion and some criticism. If this finding had been thoroughly studied and understood, much of this discussion and criticism, in the judgment of the majority of the present board would have been spared. The application for the granting of the board referred to asks for that board to consider two matters in dispute, with the first of which this board has no concern. The second matter is set out as follows :

'The nature and cause of the second dispute pending between the said parties is the matter of the question of 'local stone.' In former years, it has been the custom in this colliery to pay the workmen for all stone occurring in coal in pillar work in thicknesses of four inches and upwards, This 'local stone' is now appearing in pillars on the 2,600 level of No. 3 mine, and where the same is of a thickness of four inches and over, the claim is made, and has

been made on behalf of the workmen, for payment or allowance for such stone where it exists in pillar work in thicknesses of four inches and over.'

It will thus be seen that the general question of stone in pillar cuts was not before the board appointed in response to that application—*merely the question of stone in pillars on the 2,600 ft. level of No. 3 mine*...The board that met to hear that matter was presided over by Mr. Justice Graham. Any one who knows that most capable and careful judge will know that he would be the last man to go outside the scope of his commission and attempt to deal with subject matters over which he had no jurisdiction.

This board would not willingly trench upon any ground that had been covered by another board, but to it nothing can be clearer than the finding of that board, of which Mr. Justice Graham was chairman, only applied to No. 2,600 level, No. 3 mine. Indeed, it seems to this board that such misunderstanding of that finding as had arisen has sprung from the fact that Judge Graham, with his usual care and thoroughness, was not content to make a flat finding that no stone in pillars in No. 2,600 level, No. 3 mine, was to be paid for, but sought to distinguish the chutes in that level where stone was not to be paid for from those in the same level where it was. If the board may without presumption conclude it, the report of the former board by itself does not make this distinction quite clear, but reading the report in the light of a subsequent memorandum filed by the chairman, it is now reasonably certain that the board decided that stone in pillars off chutes on the 2,600 level, No. 3 mine, west side, being worked at date of former reference, was not to be paid for—the matter of stone anywhere else being left undecided. As we have stated, the evidenc before this board justifies us in holding that stone in pillars, other than in those pillars in regard to which the former board has decided, should be paid for. In the schedule therefore we recommend for adoption we have left section 26 of draft schedule unchanged. To the item in section 51 of that draft schedule, referring to stone pillars, we have added the words 'saving and excepting stone in pillars off chutes on the 2,600 level, No. 3 mine, west side, being worked in May, 1907'—the time of the reference to former board.

Mr. Murray argues strongly that the company having furnished no statement in reply to the application, nor called the attention of this board to the fact that this question of stone in pillars had been in part dealt with by a former board, it was open to this board to decide upon that whole question. He would greatly prefer that the exception just above set out should not be inserted, but in the interest of peace and harmony, and recognizing how much more weight will be attached to a unanimous decision, he concurs with the majority in making such exception.

The board has annexed to this report and marked as 'A' the schedule as discussed and largely adopted by the parties. Exhibit 'B' is the schedule the board recommends for adoption.

The board has not fixed the tonnage prices in the schedule, but has allowed the box prices to remain as they were when the matter was under discussion between the parties. It is a simple matter, when once the standard weight of a box has been established, to make the conversion from box to tonnage price.

It was proved to the board that in June last, and when the schedule was under discussion between the committee of the lodge and the management, Mr. Cowans,

general manager of the company, desired the following clause to be inserted in the schedule :

'Nothing herein contained is to be construed to prevent either party hereto from making an application under the Industrial Disputes Investigation Act, 1907.'

The board does not feel that such a clause is essential, but sees no objection to having it inserted in the agreement, prefixed to the schedule, if the company still desires it.

The company having furnished no statement in reply to the application, the board in making this report has therefore to rely wholly upon the evidence furnished by the lodge. In so far as the schedule is concerned, from the evidence and documents before the board, it is impossible to conceive that any evidence could have been adduced by the company to deny that the principle of a schedule had been concurred in between the parties, and that a very large proportion of the sections and items therein had been adopted.

The employees have for a long time been complaining that without a schedule no one could tell whether he was being paid according to the current rate of wages or not—that often in want of such schedule, work was done at lower rates than those established by agreement or otherwise, and then the company sought to make these lower rates the standard. On the other hand, the company (see the telegram of their solicitor to Mr. Donkin already referred to) complain that the men were constantly asking for increases and special allowances. Surely nothing more is needed than comparison of the respective attitudes of the parties to show clearly the absolute necessity for a schedule. It seems clear to the board that if in the past a schedule of wages had been in operation in the Springhill collieries, very much of the friction and unpleasantness which has so frequently occurred there between the company and its employees would have had no existence.

In the agreement prefixed to the schedule, it will be observed no time is mentioned. It is the desire of the men (see evidence of Seaman Terris, at page 64) that it should remain in force so long as the present working places continue, i.e., according to his estimate, five years. It seems to the board that five years is rather too long a time for which to make a fixed schedule, but it would recommend that three years be the term adopted.

The minutes of evidence taken and the exhibits therein referred to accompany this report.

All of which is respectfully submitted.

(Sgd.) GEORGE PATTERSON,
Chairman.

R. B. MURRAY,
HIRAM DONKIN.

Halifax, January 18, 1908.

DOCUMENTS MENTIONED IN REPORT.

(The documents referred to in the report and attached thereto are printed below.)

TELEGRAM.

January 10, 1908.

To Hiram Donkin,
Springhill, N.S. :

Have fully discussed schedule with general manager. He says hard and fast schedule in place like Springhill is unworkable. If seams were regular and of equal thickness all through, and no local disturbances or extra grade or pressure something like Cape Breton or the seams of the United States, it would not be as difficult to make a schedule, but the men for various causes, which the management always consider if anything like a case is made—schedule would only bind the company; there could be no adjustment if conditions improve, but only advances if the men considered that they have grounds for extra payment; every man's rate is scheduled in his monthly account. There is no dispute about rates between the company and the men except when the men make demands for extra payment, and clearly are not supported by existing conditions. Schedule means maximum rates of to-day the minimum rates of the future. The schedule of rates in Springhill are those in existence on the 31st of July last; they cannot be disturbed except by approval of the president and directors of this company. A schedule properly and honestly prepared would leave open so many rates to be governed by local conditions that it would be practically worthless.

HECTOR McINNES.

Springhill, N.S., January 9, 1908.

H. McInnes, Esq., K.C.,
Solicitor, Cumberland Railway and Coal Company.

Dear sir,—Referring to my two telephone communications with you to-day, I beg to repeat what I then said, that I have fully discussed, with a representative committee of the men the schedule of wages they propose. They assume me positively that it is based upon the present prices prevailing in the colliery; that they would greatly prefer to have it fixed and agreed upon by both parties through conference with each other, than to have it settled by any board of outsiders; that though they maintain nearly all the items have been already determined upon, they are prepared to make modifications on various lines if by so doing they can meet views of company. The board feels very strongly that if the matter could be so settled by men and management without its intervention, it would be a most decided step in the right direction. They would suggest that if the management will favourably consider the principle of a schedule and consent to meet with the men in an attempt to fix that schedule, they would adjourn only to reconvene if no agreement should be reached, and then only to consider such items as could not be agreed upon.

Please let me have your reply by wire at the earliest possible hour to-morrow morning, and greatly oblige,

Yours very truly,
(Sgd.) HIRAM DONKIN.

Memo. of conference held at Springhill, August 19, 1890, at the Royal Hotel, between the committee of Pioneer Lodge and Mr. H. Swift, representing the Cumberland Railway and Coal Co.; present : Hon. W. S. Fielding and E. Gilpin, jr.

Respecting the agreement in the matter of stone dockage, it is agreed that the maximum of stone be 24 lbs. per box. If over 24 lbs., a fine of 20c. to be imposed; if over 45 lbs., the box to be forfeited.

Concerning short measure, it is agreed that doubtful boxes be weighed, and if under 1,650 lbs., the deficiency be deducted in proportion to the allowance for the whole box.

The memorandum of grievances submitted to Mr. Swift on Monday night is accepted by him, and he agrees to remedy the complaints.

It is agreed in the matter of pillar stone, that when, and so long as the stone exceeds four inches in one, two and two, or three and one plies, it will be paid for at the rate of 4c. per inch. This to be put on the box price.

It is agreed that in closed places, the price for all stone will be at the rate of 5c. per inch.

The case of Taylor to be considered part of the grievances submitted last night.

The committee guarantee that upon a settlement upon the foregoing basis, the strike will come to an end and all hands resume work, and the pumps commence working. provided that the committee are to have liberty to go into the lodge at once and to ascertain if there are any matters that they have omitted at present. If so, such matters are to be presented to Mr. Swift immediately, and if they are considered to be unreasonable, he is to be at liberty to withdraw his offer, and the whole matter to stand as before.

(Sgd.) H. SWIFT,
Cumberland Ry. & Coal Co.
A. D. FERGUSON,
Pioneer Lodge.
E. GILPIN, Jr.,
Inspector of Mines

LIST REFERRED TO.

David Conn case, what he was discharged for, whether it is lawful to take him away from engine when men are in the mine.

John Larkins, discharged for refusing to work 10 days in the week; worked nine days.

No men to be discharged for going in gaol one day.

All loaders to be paid $1.25 per day, not to apply to loaders who bum.

Robert Fraser work James Burns.

Crooked rails, sleepers and cap pieces.

Uncivil replies from petty officials.

Pay scrips to be adjusted.

All miners to put in their time.

Checkweighmans' pay to be stopped.

The body of workmen to defend company in case of dispute.

TEXT OF SUGGESTED AGREEMENT.

Memorandum of agreement made this day of January, 1893, between the management of the Cumberland Railway & Coal Company and the employed in the Springhill collieries of said company, in respect to filling of boxes.

1st. That all boxes be properly filled level full at the face.

2nd. That the management see that all boxes are properly filled level full at the face.

3rd. That the contents of all boxes reaching the bank, below six inches of level full, be docked for short measure.

4th. That the bankhead foreman, and checkweighman, determine all deductions for short measure.

5th. That this agreement be registered in the Commissioner of Mines' office, Halifax, N.S.

Agreement, made and entered into, this day of in the year of Our Lord, one thousand nine hundred and eight :—

Between Pioneer Lodge, No. 1, P.W.A., (represented by the managing committee of said lodge) of the one part, and the Cumberland Railway & Coal Company, Limited, of the other part :—

The parties hereto, believing that a working basis should exist between them governing the different classes of work pertaining to the mining of coal in Springhill, and that such basis would tend to create peace in the industrial life of the town, the following schedule of rates has been drawn up, to which the said parties have assented.

In witness whereof, the said parties have hereunto set and subscribed their hands and respective seals the day and year first above written.

Signed, sealed and delivered in presence of

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.....

Managing Committee of Pioneer Lodge, No. 1, P.W.A.

(Seal of Lodge)

.....

General Manager of the Cumberland Ry. & Coal Co., Limited.

CUMBERLAND RAILWAY AND COAL COMPANY, LTD.

COAL CUTTING PRICES AND OTHER RATES.

No. 2 Mine.

1. 2,400 ft. level, East Aberdeen tight work, 10 feet wide, 32c. per box per ton and $1 per yard.

Ribbing in bords, 35c. per box per ton and 75c. per yard.

Drawing pillars, (including railroad pillar) 35c. per box per ton.

2. Halfway level, East Aberdeen tight work, 10 feet wide in main level, 32c. per box per ton and $1 per yard.

Above main level, 32c. per box per ton and 75c. per yard.

Drawing all pillars, 35c. per box per ton.

3. Halfway, straight in, seam east and west of tunnel, main level, 10 feet wide, 35c. per box per ton and $1 per yard.

Above main level, 32c. per box per ton and 75c. per yard.

Drawing all pillars, 35c. per box per ton.

4. Halfway, Minto seam, east and west. Tight work, 10 feet wide above level, 35c. per box per ton and 75c. per yard.

5. Tight work in level, 32c. per box per ton and $1 per yard.

Drawing all pillars, 35c. per box per ton.

6. Aberdeen, lower level, east tight work, 10 feet wide, 32c. per box per ton and 75c. per yard.

Drawing all pillars, 35c. per box per ton.

7. Aberdeen, lower level, west to fault tight work, 10 feet wide, 32c. per box per ton and 75c. per yard.

Drawing all pillars, 35c. per box per ton.

8. Number 5 sinking, 34 chute to No. 2 slope, 32c. per box per ton and 75c. per yard.

9. Number 2 sings, east and west to fault, tight work 10 feet wide, 35c. per box per ton and $1 per yard.

10. Number 2 sinking, from 34 chute to fault, 35c. per box per ton and $1 per yard.

11. Halfway level, west Aberdeen, tight work 10 feet wide, 32c. per box per ton and 75c. per yard.

Drawing all pillars, 35c. per box per ton.

12. In all sections, when state of roof renders it necessary to boom pillar cuts, all booms with props paid for on authority of examiner.

13. In all sections, timber set in pillar cuts, above 40 feet, paid for.

14. In all sections, tight work, 8 feet wide, 25 cents per yard over level rate, and tight work, 6 feet wide, 50 cents per yard over level rate.

15. In all cases where re-timbering has to be done, the extra timber to be paid for. Where old timber is taken out and new timber set, paid double.

16. For bord, heads and pillars, all timber to be placed on the nearest landing, by the company.

17. All timber to be paid for in up-hill tight work, when carriage exceeds 40 feet.

18. First tight cut in pillars to be paid yardage.

19. All timber to be paid for in levels and heads off main levels.

20. When company supplies the timber, two props and one sill to be paid for in each set; and if only two props are used, one prop only to be paid for. All timber to be paid for when cutters supply their own timber.

21. Ladders, not exceeding 10 ft. long	$1 00	each
Props	10	"
Split booms	15	"
Common booms	25	"
Slope booms	50	"
Iron booms	50	"
Long stays	20	"
Short stays	10	"
Long sills	15	"
Short sills	15	per pr

Running booms with props to be paid double.

22. High coal seam—		
Board batteries	$1 50	
Battery of split booms	1 50	
Battery of split booms, with check	2 00	
Battery of common booms	3 00	
Boarding chute to roof	45	per yard
Boarding, 3 or 4 feet high	25	"
23. Low coal seam—		
Battery	50	
Boarding chute to roof	25	per yard
Boarding chute, 1 foot high	10	"
Boarding chute, 2 feet high	15	"
24. Steps	05	each
Laying sheets 6 ft. long in all places	25	"
Laying permanent roads in slants	20	per yard
Laying roads in tight bords (when cutters carry the rails)	10	"
Laying roads when ribbing in (when cutters carry the rails)	10	"
Relaying road in old bord (when cutters carry the rails)	20	"
Building chute mouth	2 00	
Landings	1 45	
Ginny and landing	3 00	
Moving ginny	1 50	
Fan holes	50 & $1	each
Setting up fan	1 00	each
Boring holes for water or gas	20	per foot
Rebuilding ginny when broken or worn out	50	

25. Stone in tight work and ribbing in, 4 inches in thickness and over, 5 cents per inch per lineal yard.

26. Stone in pillar cuts, 4 cents per inch per lineal yard, for thickness amounting to 4 inches or over.

27. Cope ups, 50c., $1 and $1.50.

Brushing roof or pavement with free dynamite, 60c. per inch.

Overpush, for every 100 feet or part thereof after the first 350 feet, 2c. per box.

27. Cutter's day's pay for company work, when taken out of his place, $2.

Cutter's loaders' rate, per day., $1.25.

Falling stone:

Payment according to conditions, by mutual agreement with examiner.

Pushing down coal:

Cutters to put coal down the first 40 feet, in unusual places, or if the pusher down is absent, payment may be made by mutual agreement with the examiner.

Miscellaneous jobs:

Such as crossing stone heads, repairing, cleaning up old bords, building platforms, boarding high side to hold the rib, &c., to be paid $2 per day, or by mutual agreement, according to conditions.

28. An additional 22 per cent is paid on all rates in this schedule.

29. Changes in the state of the coal, faults and other unusual conditions to be dealt with as they arise.

30. All agreements now in force and understood to be continued and carried through as specified therein.

31. All persons who leave the mines and again return will be considered new hands unless they previously obtain leave of absence from the management, and notify the lodge.

32. Persons, who having entered the mine and are given no job, or if they cannot work, shall be allowed to return to bank, by way of entrance, between 7 and 10 a.m.

No. 3 Mine.

33. 2,600 lift, west side.

Tight work 10 feet wide, 33c. per box ton per ton and $1 per yard.

Ribbing in, 38c. per box per ton and 50c. per yard.

Drawing pillars, 38c. per box per ton.

Railroad pillar, 36c. per box per ton and allowance for starting cuts.

The above prices to be subject to change as working progresses outward to bottom.

34. 3,200 lift, west side.

Tight work, 10 feet wide, 36c. per box per ton and 50c. per yard.

Ribbing in, 36c. per box per ton and 50c. per yard.

Drawing pillars, 36c. per box per ton.

Railroad pillar, 36c. per box per ton.

The above prices to be subject to change as work progresses outwards to bottom.

35. 3,800 lift, west side.

From main slope to 200 ft. inside.

No. 8 slant.

Tight work 10 feet wide, 43c. per box per ton and $1 per yard.

200 ft. inside No. 8 slant, inward, 38c. per box per ton and 75c. per yard.

36. 3,800 lift, east side, top seam.

Top seam, 43c. per box per ton and $1.25 per yard.

Ribbing in 43c. per box per ton and $1.25 per yard.

37. 3,800 lift, east side, under seam, uphill work, 40c. per box per ton and 50c. per yard.

Bords and levels, 40c. per box per ton and 75c. per yard.

38. Number 3, sinking.

Crossheads and uphill work to be paid $2 per yard.

39. 3,200 ft. lift, east side, top seam.

Tight work 10 ft. wide, 43c. per box per ton and $1.25 per yard.

Ribbing in, 43c. per box per ton and $1.25 per yard.

40. 3,200 ft. lift, east side, under seam.

Tight work 10 ft. wide, 37c. per box per ton and no yardage.

Ribbing in, 37c. per box per ton and no yardage.

All timber to be paid for.

41. In all sections, tight work 8 feet wide, 25 cents per yard over level rate, and tight work 6 feet wide, 50 cents per yard over level rate.

42. In all sections, when state of roof renders it necessary to boom pillar cuts, all booms with props to be paid for on authority of examiner.

43. In all sections, timber set in pillar cuts above forty (40) feet, to be paid for.

44. For bords, heads and pillars, all timber to be placed on the landing by the company.

45. All timber to be paid for in uphill tight work in heads, when carriage exceeds forty feet.

46. All timber to be paid for in levels, heads, chutes and balances off main levels.

47. First tight cut in pillars to be paid yardage.

48. When company supplies the timber, two props and sill in each set to be paid for; if only two props are used, one prop to be paid for. All timber to be paid for when cutters carry their own timber.

49. Running booms with props to be paid double.

50. In all cases where re-timbering has to be done, the extra timber to be paid for. Where old timber is taken out and new timber set, paid double.

51. Props, 10 cents each. Split booms, 15 cents each. Common booms, 25 cents each. Slope booms, 50 cents each. Iron booms, 50 cents each. Long stays, 20 cents each. Short stays, 10 cents each. Long sills, 15 cents each. Short sills, 15 cents per pair. Stringers for stepping, 10 feet long, 15 cents each. Stops, 5 cents each. Fan holes, 50 cents and $1 each. Setting up fan, $1. Building chute mouth, $2. Landings, $1.45. Moving ginny, 55 cents, $1 and $1.50. Rebuilding ginny when broken or wornout, 50 cents. Bore holes for water or gas, 20 cents per foot. Building ladders, not exceeding 10 feet long, $1 each, or exceeding 10 feet, in proportion. Stone in tight work and ribbing in, 4 in. in thickness and over, 5 cents per inch per lineal yard. Stone in pillar cuts, for thicknesses amounting to 4 inches or over, 4 cents per inch per lineal yard. Laying permanent roads in slants, 20 cents per yard. Re-laying road in old bords, when cutters carry rails 20 cents per yard. Laying road in tight bords, when cutters carry rails, 10 cents per yard. Laying road when ribbing in, in each case when cutters carry rails, 10 cents per yard. Brushing roof or pavement with free dynamite, 7 cents per inch per lineal yard. Laying sheets 6 feet long, in all places 25 cents each. Overpush, for every 100 feet or part thereof, after the first 350 feet, 2 cents per box. Cope ups, 50 cents, $1 and $1.50. Cutters' rate for company's work, when taken out of place, $2 per day. Cutters' leaders' rate $1.25 per day.

52. Pushing down coal.

Cutters to put coal down the first 40 feet.

53. In unusual places, or where the pusher down is absent, payment may be made by mutual agreement with the examiner.

54. High coal seam.

Boarding chute to the roof, 35c. per yard.

Boarding 3 or 4 feet high, 25c. per yard.

Strapping up with props, 10c. per yard.

55. Low coal seam.

Boarding chute to roof, 25c. per yard.

Boarding 1 foot high, 10c. per yard.

Boarding 2 feet high, 15c. per yard.

56. Batteries, $1 each.

Batteries, (with checks) $1.50 each.

57. Falling stone.

Payment according to conditions by mutual agreement with the examiner.

58. Miscellaneous jobs.

Such as crossing stone heads, repairing, cleaning up old bords, packs, building platforms, boarding high side to hold the rib, &c., $2 per day (or by mutual agreement, according to conditions).

59. An additional 22 per cent is paid on all rates in this schedule.

60. Changes in the state of the coal, faults, and other unusual conditions, to be dealt with as they arise.

61. All agreements now in force and understood, to be continued and carried through as specified therein.

62. All persons who leave the mines and again return will be considered new hands, unless they have previously obtained leave of absence from the management, and notified the lodge.

63. Persons who having entered the mine are given no job, or if they cannot work, shall be allowed to return to bank by way of entrance, without undue delay, between 7 and 10 a.m.

Agreement made and entered into this day of in the year of Our Lord, one thousand nine hundred and eight :—

Between Pioneer Lodge No. 1, P.W.A. (represented by the managing committee of said lodge) of the one part, and The Cumberland Railway and Coal Company, Limited, of the other part.

The parties hereto, believing that a working basis should exist between them, governing the different classes of work pertaining to the mining of coal in Springhill, and that such basis would tend to create peace in the industrial life of the town, the following schedule of rates has been drawn up, to which the said parties have assented.

In witness whereof, the said parties have hereunto set and subscribed their hands and respective seals the day and year first above written.

Signed, sealed and delivered in presence of

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Managing Committee of Pioneer Lodge, No. 1, P.W.A.

(Seal of Lodge)

.....

General Manager of the Cumberland Ry. & Coal Co., Limited.

XXIII.—APPLICATION FROM THE CANADIAN PACIFIC RAILWAY WITH REFERENCE TO THE CARMEN IN ITS EMPLOY—BOARD ESTABLISHED AND AGREEMENT CONCLUDED.

On November 22 the department received an application on behalf of the Canadian Pacific Railway and signed by Mr. Wm. Cross, of Winnipeg, assisstant to the 2nd vice-president, for the establishment of a Board of Conciliation and Investigation to adjust differences between the company and the carmen employed on its western lines, being members of the Brotherhood of Railway Carmen of America. The number of employees affected by the dispute was estimated at 1,215, of whom 15 were stated to be under the age of 21 years. The dispute was said to relate to certain demands made by the employees, namely : (i) for a reduction in the number of working hours from ten to nine hours; (ii) for an advance of pay to compensate for such reduction in the working hours, which represented, according to the application, advances of wages varying from eleven to twenty per cent. The railway company took exception to both these demands.

A further subject of difference was indicated as follows, viz. : 'The company and the carmen desire the board to inquire into and make recommendation concerning the pipe-fitters in connection with the carmen.'

The department also received a communication from the employees concerned inclosing a copy of the rate of pay and change of hours which had been presented by the employees through a committee to Mr. G. H. Eaton, assistant master carbuilder, and head of the car department, western lines, Canadian Pacific Railway.

A board was duly established as follows, viz.: A. M. Nanton, Winnipeg, Man., recommended by the company; J. H. McVeity, Vancouver, B.C., recommended by the employees; and Prof. E. Odlum, Vancouver, chairman, appointed on the joint recommendation of the foregoing members. The board met at Winnipeg on December 2, and held its final session on December 19, meeting daily on all week days in the interim. During the course of the proceedings several witnesses were heard, including Messrs. J. Hillis of Winnipeg; L. L. Hannah, of North Vancouver, B.C.; D. M. O'Dwyer, of Vancouver, B.C., and Frank McKenna, of Cranbrook, B.C., who were called as experts. The report of the board was received in the department on December 23.

The board in its findings recommended a 9-hour day for carmen excepting relay men and that the rate of wages per hour for all carmen shall remain as at present. No change was recommended in the relations of pipefitters to carmen. The change of hours to plumbers in force from January 1, 1908, to July 1, 1908.

Copies of the report were forwarded by the department to the respective parties to the dispute and the recommendations were declared to be in each case acceptable.

TEXT OF THE REPORT OF BOARD.

The text of the report of the board was as follows :—

To the Honourable
The Minister of Labour,
Ottawa, Ont.

Honourable Sir,—In the matter of dispute between the Canadian Pacific Railway Company and the railway carmen employed on its western lines, submitted on the 26th day of November, 1907, by the Department of Labour to the Board of Conciliation and Investigation, consisting of Mr. A. M. Nanton, of Winnipeg, Man., Mr. J. H. McVeity of Vancouver, B.C., and Professor E. Odlum, chairman, of Vancouver, B.C., the said board begs to report that the majority of the board award as follows :—

RE HOURS.

(*a*) That all carmen, excepting the relay men, as at present defined, shall work on the nine hour basis.

(*b*) The hours shall be from 7 to 17K, with one hour off for dinner, from 12 to 13K, excepting from April 1 to October 1, when the hours will be from 7 to 17.30K, the first five days of the week, with one hour off for dinner between 12 and 13K, and 7 to 12K, on Saturdays.

RE WAGES.

(*c*) The rate of wages per hour shall remain as at present for all carmen.

RE TIME.

(*d*) This change shall take place on the first day of January, 1908, and shall remain in force at least until the 1st day of July, 1908.

(*e*) Concerning the relation of the pipe-fitters to the carmen, the board has not heard sufficient reason for recommending a change.

EXPLANATORY NOTE.

Notwithstanding the fact that Mr. Nanton and Mr. McVeity hold the following opposing views, they have agreed to the above report.

Mr. Nanton holds that the decision of the board should be :

(1) That the hours of work for carmen working in all shops should be on the nine-hour basis, as set out in section '*b*' above mentioned.

(2) That carmen working as car inspectors, car repairers, car oilers, airbrake testers, car cleaners, icemen, car heatingmen, lampmen and others who work on running and repair tracks, the working hours should be from 7 to 18K, six days of the week, with one hour off for dinner from 12 to 13K.

(3) That carmen working as relay men, as at present defined, the hours should be from 7 to 19K for day-work, daily, with one hour off for dinner between 12 and 13K, and from 19 to 7K for night work, with one hour off for dinner between 24K and 1K.

(4) Overtime, after above hours, for all carmen should be paid on the basis provided in present schedule.

(5) The rate of wages per hour for all carmen should remain as at present.

(6) The changes above recommended should commence on the 1st of January, 1908, and remain in force at least until December 31, 1908.

On the other hand Mr. McVeity holds the following views :

(1) That all carmen should have their hours shortened as set forth under '*b*' in the above report, excepting for the relay men, who should be worked on an eight hour shift.

(2) That the rate of wages per hour should be increased so that the men would earn as much in nine hours as they do now in ten hours.

(3) That the change should come into effect from November 1, 1907, and continue until January 1, 1908.

(4) That the pipe-fitters should be divided; the car pipe-fitters remaining on the carmen's schedule, and a new schedule issued covering the balance of the pipe-fitters.

Signed by all members of the board in accordance with the above, at Winnipeg, this 19th day of Deecmber, 1907.

(Sgd.) A. M. NANTON,
JAS. H. McVEITY,
E. ODLUM,
Chairman.

XXIV.—APPLICATION FROM EMPLOYEES OF McKINLEY-DARRAGH MINING COMPANY, COBALT, ONT.—BOARD ESTABLISHED AND UNANIMOUS REPORT PRESENTED.

On December 8 the department received an application for the establishment of a Board of Conciliation and Investigation for the adjustment of differences between the McKinley-Darragh Mining Company, Ltd., of Cobalt, Ont., and certain of its employees, miners, engineers, surfacemen, &c., members of the Cobalt Miners' Union, No. 146, Western Federation of Miners, Mining Department of Industrial Workers of the World. The differences to be referred for adjustment related to the wage question. The McKinley-Darragh Mining Company, Ltd., had, it was stated, posted a schedule on November 15, 1907, to take effect from December 15, 1907, which would mean a reduction on an average of 25 cents per day all round, and an increase of one hour in work all round. The members of the union affected by the change demanded that the wage schedule in force at the time the notices of change were posted, should be continued and a copy of such wage schedule was submitted with the application. The application was signed on behalf of the employees concerned by James McGuire, president, and Arthur Lionel Botly, financial secretary of the Cobalt Miners' Union. The number of employees concerned in the dispute was estimated at 120.

The board demanded was duly established, being constituted as follows, viz. : E. C. Kingswell, Haileybury, Ont., recommended by the employing company; John A. Welch, Cobalt, Ont., recommended by the employees; and Professor Adam Shortt, Kingston, chairman, recommended by the foregoing members.

The board met at Cobalt on January 1 and 2, 1908, and on the evening of January 2 reached a unanimous agreement as to the terms of the award, though a formal agreement was not effected between the parties concerned. The report of the board was received in the department on January 22. The chairman of the board in a covering letter to the minister stated that with a view to securing that any settlement reached should not be out of touch with the general conditions of the Cobalt district, he had taken occasion to visit a number of the leading mines, and to interview the managers with reference to labour conditions. The schedule of wages contained in the agreement recommended, showed an average reduction of 25 cents per day on the figures of the schedule prevailing before and during the investigation, but the board recommended that nine hours continue to constitute a day's work, as in the case of such latter schedule.

Copies of the report were transmitted to the parties concerned in the dispute immediately on its receipt in the department, with the request that they would respectively state whether or not they would agree to abide by the same. A formal acceptance of the findings resulted in the case of the men, but no reply was received from the company. An informal working agreement, however, is understood to have resulted from the recommendations and there was no cessation of work.

REPORT OF THE BOARD.

The report of the board was as follows :—

COBALT, ONT., January 2, 1908.

In the matter of a dispute between the McKinley-Darragh-Savage Mines of Cobalt, Limited, and various employees in their service, which was referred, under the Industrial Disputes Investigation Act, to a Board of Conciliation and Investigation, established and appointed by the minister on December 21, 1907, and composed of the following members : E. C. Kingswell, of Haileybury; J. A. Welsh, of Cobalt, and Adam Shortt, of Kingston, chairman.

We the members of the said Board of Conciliation, having held various sessions in the town of Cobalt, and having carefully considered the evidence and arguments of both parties to the dispute, and having given due consideration to the various conditions of time and place, have unanimously agreed upon the following schedule of wages and hours as a reasonable basis for the settlement of the dispute in question, and earnestly recommend to both parties the acceptance of the award as a settlement of their differences.

SCHEDULE OF WAGES.

Carpenters	$3 25
Mechanics	3 25
Pipe fitters	2 75
Blacksmiths	3 25
Helpers	2 50
Engineers, nine hours	3 00
Over nine hours, 32½ cents per hour.	
Firemen, nine hours	2 50
Over nine hours, 27½ cents per hour.	
Ore sorters	2 50
Hammermen	2 75
Teamsters	2 50
Hoistmen, nine hours	2 50
Over nine hours, 27½ cents per hour.	
Cage or buckets	2 50
Other labour on surface	2 25
Underground—	
Timbermen	3 25
Machinemen	3 25
Helpers	2 75
Cage or buckets	2 50
Other undeground labour	2 50

Hours :—

Nine hours to constitute a regular day's work.

Miners in wet shafts to be paid 25 cents extra per day, and to be furnished with oil clothes.

Minimum wages for cooks, $75 per month.

(Sgd.) ADAM SHORTT,
Chairman
J. A. WELSH,
E. C. KINGSWELL.

XXV.—APPLICATION FROM ENGINEMEN, FIREMEN AND HOSTLERS EMPLOYED BY THE CANADIAN NORTHERN RAILWAY—BOARD ESTABLISHED AND AGREEMENT CONCLUDED.

On December 19 the department received an application for the establishment of a Board of Conciliation and Investigation for the adjustment of differences between the Canadian Northern Railway and certain of its employees, enginemen, firemen and hostlers being members of the Brotherhood of Locomotive Firemen and Enginemen.

The differences to be referred were stated to be, first, the discrimination alleged to be employed in the engine services of the employing company; second, the alleged setting aside by the employing company against the wishes of the Brotherhood of Locomotive Firemen and Enginemen, of a general schedule said to have been made between the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen and Enginemen on the one hand, and the officials of the company on the other and put into effect on June 1, 1907. The number of employees concerned in the dispute was estimated at 359.

A board was duly established being constituted as follows :—Mr. F. H. Richardson, recommended by the employing company; Mr. J. G. O'Donoghue Toronto, recommended by the employees; and Professor Adam Shortt, Kingston, Ont., appointed in the absence of a joint recommendation from Messrs. O'Donoghue and Richardson.

The department received the report of the board January 25, the board reporting an agreement between the parties.

NATURE OF THE DISPUTE.

The chairman of the board, in a letter accompanying the document constituting the agreement, explained in some detail the nature of the differences to be adjusted. 'This difficulty,' wrote Professor Shortt, to the department, 'was by no means of the usual type, since there was no question as to wages, overtime, hours and other characteristic features of railway labour disputes. Although technically this was a dispute between the Canadian Northern Railway Company and the members of the Brotherhood of Locomotive Fireman and Enginemen, it was in reality a test case in a continental conflict between two trades unions—the Brotherhood of Locomotive Engineers, and the Locomotive Firemen and Enginemen, the former composed entirely of engineers and the latter of engineers and firemen. The difficulties between these unions are very complex and far-reaching, and cannot be detailed here. The immediate cause of the present dispute was the fact that the Brotherhood of Locomotive Engineers had secured from the Canadian Northern Railway Company an engineer's schedule, giving to the officials of that union certain exclusive privileges in connection iwth the presentation to the officrs of th railway company of the grievances

of engineers. The same privileges were demanded by the officials of the Brotherhood of Locomotive Firemen and Engineers, and because the company in view of its agreement with the Brotherhood of Locomotive Engineers, declined to grant these in the firemen's schedule, there was threatened trouble, resulting in an application for a Board of Conciliation. Owing to the strong rivalry between the two unions if the dispute between the Brotherhood of Locomotive Firemen and Engineers and the railway company were settled to the satisfaction of the former, without any reference to the Brotherhood of Locomotive Engineers, the latter would undoubtedly have made trouble with the company. In order to effect a satisfactory settlement, therefore it was necessary that the representatives of the Brotherhood of Locomotive Engineers should be admitted to the hearings before the board, and alloowed to present the claims of their order.'

The chairman's letter closed with the following remarks as to the attitude to each other and to the board respectively of the parties to the dispute: 'I cannot close my summary of this case without expressing an appreciation of the tolerant and moderate spirit displayed, under trying circumstances, by the various parties to this difficult and far-reaching dispute, and the able manner in which the officials, Canadian and international, of the two unions presented their resepective cases. The fair and accommodating spirit shown by the representatives of the railway company also contributed very materially to the settlement arrived at.' It may be added that the dispute referred for settlement was one which had long been an occasion of considerable trouble to the international officers of the association concerned and that the chairman received letters expressing the congratulations of those officers on the settlement effected.

TERMS OF SETTLEMENT.

The text of the letter accepted by the board and by the parties to the dispute as constituting the basis of agreement, was as follows :

The Canadian Northern Railway Company :

TORONTO, January 18, 1908.

C. A. Boyd, Esq.,
Gen. Chairman, B. of L. F. & E.,
Winnipeg, Man.

Dear Sir,—There are two ways in which an engineer who considers that he has a personal grievance may bring his case before proper officials.

He may either come with a committee that represents a majority of the engineers on the road, and this committee shall be entitled to present his case, and bring such witnesses as are necessary to throw light upon the matter in dispute; or

He may bring with him such engineers as he may select to present his case and such witnesses as may throw light upon the dispute, the engineers selected being considered by the company as the personal representatives of the engineer having the grievance.

In both cases, the party having a grievance has the right of appeal to the higher officials of the company.

Yours truly,

(Sgd.) W. H. MOORE,
Secretary.
A. SHIELDS,
Master Mechanic.

Accepted.

(Sgd.) C. A. BOYD,
Genl. Chairman.
W. F. METCALF,
Secretary.
(Sgd.) ADAM SHORTT,
J. C. O'DONOGHUE,
F. H. RICHARDSON,
Members of Board of Conciliation.

XXVI.—APPLICATION FROM CARMEN IN THE EMPLOY OF THE GRAND TRUNK RAILWAY COMPANY—BOARD ESTABLISHED AND AGREEMENT CONCLUDED.

The department received on January 8, 1908, an application on behalf of the carmen in the employ of the Grand Trunk Railway Company of Canada, being members of the Brotherhood of Railway Carmen of the United States and Canada, for the establishment of a Board of Conciliation and Investigation for the adjustment of differences between the parties named.

The application was signed by S. M. Nichols, of Niagara Falls, Ont., chairman of the joint protective board of the brotherhood named, and E. Rogers, Ottawa, chairman of the local board of the brotherhood. The number of employees directly affected by the differences was estimated at 800.

The differences related to rules and regulations of hours and wages, the demands of the employees with respect to all of which were set forth in a schedule marked 'Schedule A,' attached to the application and representing, among other changes demanded, an increase in wages.

The employing company, in reply to the application, stated that the company did not see its way to agreeing to the demands of the employees as set forth in 'Schedule A,' and in lieu of the same, presented for the approve of any board that might be established 'the regulations and rules to be observed by all workmen in motive and car shops,' as set out in a pamphlet attached to the statement in reply; and it was submitted these were reasonable and just, and should be adopted. Concerning the rates of pay, it was submitted by the company that the company was not in a position to accede to the demands contained in the schedule and that the rates of pay and wages now in force respecting the employees concerned in the application were proper and fair, and should not be increased or altered.

A board was duly established as follows : Professor Shortt, Kingston, Ont., chairman; Mr. Wallace Nesbitt, K.C., Toronto, recommended by the employers, and Mr. J. G. O'Donoghue, Toronto, recommended by the employees. Professor Shortt was appointed on the recommendation of Messrs. Nesbitt and O'Odonoghue.

The board met at Montreal on the morning of February 25, and the agreement was concluded and signed at seven o'clock the same evening. The chairman of the board, in a covering letter to the department accompanying his report, stated that most of the grievances brought to the attention of the board were matters of administration, 'and it was judged inexpedient to attempt to deal with them by adding to the articles of the general schedule of regulations and rules. 'However,' added Professor Shortt, 'as expressing the desire and intention of the company to deal fairly with the men in these matters, Mr. Fitzhugh (third vice-president of the Grand Trunk Railway Company) addressed to me, as chairman of the board, a letter declaring his intention to have these matters looked into and equitably adjusted.' The letter referred to accompanied the report. Concerning the procedure before the board, the chairman stated : 'The matters in dispute were discussed in a frank,

friendly and informal manner. Most of the matters brought forward were disposed of in the course of the discussion, and the remainder were settled by an agreement reached at the close of the proceedings.'

TEXT OF FORMAL AGREEMENT.

The text of agreement was as follows :—

We, Professor Adam Shortt, J. G. O'Donoghue and Wallace Nesbitt, members of the Board of Conciliation appointed under the Industrial Disputes Investigation Act, 1907, in a dispute between the carmen in the employ of the Grand Trunk Railway Company of Canada and the Grand Trunk Railway Company of Canada, beg to report that we met on the 25th day of February, 1908, at the board room of the Grand Trunk head offices in the city of Montreal and heard the parties fully.

The shop rules of the Grand Trunk, which rules are hereto annexed, were found by us to be fair and reasonable. The schedule of pay promulgated by the Grand Trunk was also deemed and considered under all the circumstances to be fair and reasonable, and we award that the same be the rules and rate of pay governing the parties.

(Sgd.) ADAM SHORTT,
Chairman.
J. G. O'DONOGHUE,
WALLACE NESBITT.

We accept the above award.

Grand Trunk Railway Company, by E. H. Fitzhugh, 3rd vice-president.

S. M. Nichols, chairman, B. R. C. of A., joint protective board, Grand Trunk Railway.

MR. FITZHUGH'S LETTER TO THE CHAIRMAN.

Following was the text of Mr. Fitzhugh's letter to the chairman of the board :—

GRAND TRUNK RAILWAY SYSTEM.

MONTREAL, QUE., February 25, 1907.

DEAR PROFESSOR SHORTT,—In reference to the discussion with the carmen this afternoon, I desire to say that I shall at once personally inquire into the reasons for the laying off of Messrs. Firs and Plummer. I shall give directions for inquiries to be made at once to ascertain if greater precautions can be taken and where, to ensure the protection of the car repairers while at work on the sidings, and to see if locks can be provided as suggested. I will also inquire into the suggestions *re* the coupling of engines at points discussed. I will also see what can be done *re* the retaining of married men in preference where possible in cases reductions of staff are necessary. We do not agree in any case as to passes, but this is a matter of courtesy, and all departments are treated alike.

Yours truly,

E. H. FITZHUGH,
3rd Vice-President.

XXVII.—APPLICATION FROM EMPLOYEES OF TEMISKAMING AND HUDSON BAY MINING COMPANY AT COBALT, ONT.

On January 11, 1908, the department received an application on behalf of the engineers, miners and labourers in the employ of the Temiskaming and Hudson Bay Mining Company of Cobalt, the same being members of No. 146, Western Federation of Miners, Mining Department of the Industrial Workers of the World, for the establishment of a Board of Conciliation and Investigation for the adjustment of differences between the parties named. The application was signed by Mr. James McGuire and Mr. A. L. Botly, president and secretary respectively of Local 146 Western Federation of Miners. The number of employees affected by the differences was estimated at 50, and the causes of differences were said to relate to wages and hours. The employing company, it was stated in the application, had, on December 16, 1907, notified the men that there would be a reduction of 25 cents per day on each man, from the schedule of wages paid up to that time. A copy of the schedule previously paid, being the wages schedule adopted by the Cobalt Miners' Union, No. 146, in July last, was attached to the application.

The board was duly established by the minister, being constituted as follows, namely : Mr. C. B. Duke, Cobalt, Ont., recommended by the employees; Mr. M. F. Pumaville, New Liskeard, Ont., recommended by the employing company, and Professor S. J. McLean, Toronto, appointed b ythe minister in the absence of a joint recommendation from the foregoing members.

The department received the report of the board on January 31. The report was unanimous and recommended the adoption of the principle of a wage scale based in some measure on the market price of silver. This, it may be remembered ,was the feature also of the findings of the board to which was referred the dispute of the St. Eugene mine, a silver-lead mining property at Moyie, B.C. The findings in the present case were acceptable to the men, but not to the employing company, but there was no cessation of work reported to the department. The selling price of silver during February ranged at a figure which under the system recommended would have established a scale of wages about equal to that offered by the company after the proposed reduction.

REPORT OF THE BOARD.

The findings of the board wer as follows :—

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute

Between

The Temiskaming and Hudson Bay Mining Company, Limited,

(Employers.)

And

The Engineers, Miners and Labourers, members of Cobalt Miners' Union No. 146, Western Federation of Miners, Mining Department of Industrial Workers of the World,

(Employees.)

Which was referred under the Industrial Disputes Investigation Act to a Board of Conciliation and Investigation established and appointed by the Minister of Labour

on January 31, 1908, and composed of the following members : C. B. Duke, Cobalt; M. F. Pumaville, New Liskeard; S. J. McLean, Toronto, chairman.

'We the members of the said board, having held various sessions in the town of Cobalt, and having carefully considered the evidence and arguments of both parties to the disputes, and having paid due attention to all matters which in our opinion are pertinent to the question in dispute, and having taken as the probable range of the price of silver during the current year a variation of from fifty to sixty cents per ounce unanimously agree on the following award, which we earnestly recommend to the adoption of both parties to the dispute.

That the wage scale adopted by the Cobalt Miners' Union No. 146, in July, 1907, a copy of which scale is hereto appended, be operative when the price of silver varies from any price in excess of 55c. per ounce up to 60c. per ounce, and that when the price of silver is between 50c. and 55c. inclusive per ounce there should be a deduction of 25c. per day from the standard wages as established in the scale above mentioned.

Dated at Cobalt, the 7th day of February, A.D., 1908.

(Sgd.) S. J. McLEAN,
Chairman.
C. B. DUKE,
M. F. PUMAVILLE.

The following scale was adopted unanimously for all mines in that district :—

Carpenters	$3 50
Mechanics	3 50
Pipe fitters	3 00
Blacksmiths	3 50
Helpers	2 75
Engineers, nine hours	3 25
Over nine hours, 32½c. per hour.	
Firemen, nine hours	2 75
Over nine hours, 27½c. per hour.	
Ore sorters	2 75
Hammermen	3 00
Teamsters	2 75
Hoistmen, nine hours	2 75
Over nine hours, 27½c. per hour.	
Cage or bucketers	2 75
Other labour on surface	2 50
Underground.	
Timbermen	3 50
Machine men	3 50
Helpers	3 00
Cage or bucketers	2 75
Other underground labonr	2 75

Miners ask that not more than 60 cents per day be charged for board; miners in shafts 25 cents extra per day; in wet shafts mine owners to furnish oil clothes to the men. Surface to work 9 hours and all underground work to be 9 hours. Cook's minimum wages per month, $75.

(Sgd.) WALTER MORRISON,
H. A. SMITH,
JAS. MAGUIRE,
WILLIAM HILL,
JOHN WARD,
LOUIS CLEMENTS,
ARTHUR BOTLY.

Strike Committee, Cobalt Miners' Union, No. 146, W.F. of M.

XXVIII.—APPLICATION FROM EMPLOYEES OF DOMINION COAL COMPANY, C.B.—BOARD ESTABLISHED AND AGREEMENT CONCLUDED.

The department received on January 29 an application signed by Stephen B. McNeil and Sylvanus K. Nicholson, Grand Master and Grand Outside Watch respectively of the Provincial Workmen's Association of Nova Scotia, on behalf of various lodges of the association, for the establishment of a Board of Conciliation and Investigation to adjust differences between the said lodges and the Dominion Coal Company, Limited, the lodges named being as follows : Golden Rule, Kimberley, Unity, Steadfast, Olive, Equity, Bay View, Wilson, Independence, Queen Aberdeen, Power, Keystone, Ironsides and Island. An approximate estimate of the number of employees involved placed the figure at 7,000.

The matters in dispute were set forth as follows : 'The nature and cause of the dispute is : That the Dominion Coal Company asked the members of the aforesaid lodges to renew the 'Three year contract' as it stood, or enter into a new contract, which these lodges refused to do when they were notified : That the rate in all pillar work would be reduced from 46 to 41·5 cents per ton; restrictions would be placed on pillar cross-cut work, pillar coal would have to be wedged down where the presence of gas prohibited the use of powder for blasting purposes, without any remuneration for the extra work performed, the price of house fuel would be increased 60 per cent and explosives would be sold at cost price plus 10 per cent for handling the same.

'The association claims : That under the present high cost of living, and the favourable conditions of the coal trade, all the day labourers and mechanics in and around the Dominion collieries are entitled to an increase of 15 per cent; that men out of places in the mine doing shift-work at the rate of $1.65 per day, should receive a uniform rate of $2.44 per day; that miners working in a double-shifted colliery should receive an increase of 4 cents per ton; that the pillar rates of No. 9 (Harbour) be increased from 45, 46 and 48 cents per ton to 47·3, 50·8 and 52·6 per ton.'

The board was duly established as follows: Mr. J. Dix Fraser, New Glasgow, N.S., appointed on the recommendation of the Dominion Coal Company; Dr. A. S. Kendall, M.P.P., Sydney, N.S., appointed on the recommendation of the employees; and Professor Adam Shortt, Kingston, Ont, chairman, appointed by the minister in the absence of a joint recommendation from the foregoing members of the board.

AN AGREEMENT CONCLUDED.

The department received the report of the board on March 23, 1908. The report was in the form of an agreement concluded between the parties effective from March 16 until December 31, 1909.

The sittings of the board were held in the council chamber of the town hall at Glace Bay, N.S. The board first met on March 2, the Dominion Coal Company being represented by Mr. G. H. Duggan, general manager, assisted by Mr. Charles Fergie,

chief superintendent of mines; and the miners being represented by Mr. John Moffat, grand secretary of the Provincial Workmen's Association, assisted by Messrs. Stephen B. McNeil and S. K. Nicholson, also officers of the Provincial Workmen's Association.

The chief matters in dispute were connected with the readjustment under a new schedule formulated by the company early in the present year of the rates of pay for various classes of mine work, involving a considerable reduction in the rates for pillar work, while certain other classes of work received increased rates. Other matters in dispute were the regulations adopted for wedging down coal when explosives could not be used, the arrangement in the prices to be paid for explosives, the increased price for house coal bought by the miners, also the question as to the length of time to be covered by an agreement.

The board devoted itself on March 2 to obtaining an outline of the various matters in dispute. The second days's session was employed in visiting two representative mines. The next five days were occupied in hearing evidence first on behalf of the employees, various workmen being called as representatives of different grades and classes of work to be done in different mines, particularly with reference to the taking out of pillars and the mining of coal with machines; next on behalf of the company evidence being given by the district superintendent and the managers of the different mines.

The chairman of the board in a covering letter to the department accompanying the text of the agreement concluded after outlining the course of proceedings before the board, as above set forth proceeds as follows : 'As usual the evidence was given in a free and informal manner, the witnesses being subject to question by the members of the board and the representatives of both sides. As a result there was comparatively little difference as to matters of fact, and such as existed was chiefly cleared up in the course of the discussion. The cases for the two sides were handled by Mr. Duggan for the company and by Mr. Moffatt for the men with ability, much to the clarifying of the issues and the preparation for an amicable settlement.'

LETTER OF CONGRATULATION FROM THE MINISTER.

The following letter was addressed to the chairman of the board by the minister :

OTTAWA, March 16, 1908.

My Dear Professor Shortt,—I am delighted to have again the opportunity of congratulating you on the successful result of your efforts to arrange the differences between the Dominion Coal Company and its employees. Of the many differences that have been referred under the provisions of the Industrial Disputes Investigation Act during the past year, so many of which have come before yourself for adjustment, none perhaps has altogehter equalled in importance, that which has now been disposed of, where not less than 7,000 men were directly concerned, while thousands of coal miners in the province of Nova Scotia were keenly interested in the outcome. In some respects also, I am inclined to believe the present dispute presented new and difficult phases so that both employers and employed were sometimes doubtful of the possibility of an amicable arrangement being reached. The conclusion of an agreement through the good offices of yourself and colleagues on the board, is therefore an especially fortunate termination of the affair, and one that happily averts any serious danger of interruption to the great industry affected.

As I have said, you have during the year, presided over many boards of conciliation and investigation constituted under the Act for the adjustment of various industrial disputes. The result of your efforts has been uniformly successful, and of the utmost value to the industrial population of Canada. I welcome this opportunity therefore, of expressing my sense of the deep obligation under which you have laid my department. I congratulate you upon having seized at the outset the vital principle of the measure, that namely, of conciliation, and upon effecting a series of agreements and establishing an array of precedents in the course of your investigations which must prove of the highest value in all future proceedings under the Act.

Let me assure you that my colleagues in the government appreciate no less than myself the value of the services you have rendered during the year, often, I am aware at great personal inconvenience and to the disturbance of your engagements. I believe I may add that the public also fully recognizes its indebtedness to you in respect of this same matter.

Again complimenting you on your latest triumph in the work of conciliation, I remain,

Yours very truly,
(Sgd.) RODOLPHE LEMIEUX.

Professor Adam Shortt,
Queen's University,
Kingston, Ont.

EMPLOYEES' APPRECIATION OF TERMS OF SETTLEMENT.

On March 13, the sub-council of the Grand Lodge of the Provincial Workmen's Association at its regular session, unanimously passed the following address, and presented copies to the members of the Board of Conciliation and Investigation who were present, for the purpose of addressing the members of the council :

To Professor Adam Shortt, Dr. A. S. Kendall and J. Dix Fraser, members of the Board of Conciliation.

Gentlemen,—The members of the sub-council of the Provincial Workmen's Association desire to express their appreciation of your services in the matter of their dispute with the Dominion Coal Company. The work of the board was conducted with great ability, the members of the board showing a large knowledge of the facts of the case.

A spirit of fairness was shown throughout the discussion of the dispute. Ample opportunity was given to present all necessary evidence, which gave great satisfaction to all our members and others interested in the case.

The decision of the board has not been so favourable to us as desired, but we believe it was given in all fairness, and the board has exercised its best judgment in giving the award.

We thank you for the good work accomplished, the benefit confererd upon our island, our province and our county by the result of that work from a state of anxiety and uncertainty to the future of our industrial life. We have by your assistance, been brought into a state of certainty that peace shall continue to aid in the progress of our mining villages.

Wishing you success in your future labours, we are yours in behalf of the Provincial Workmen's Association.

STEPHEN B. McNEIL,
Grand Master, P.W.A.

JOHN MOFFATT,
Grand Secretary, P.W.A.

JOHN DAVIS,

DAN. McDOUGALL,

DAN. CARMICHAEL,

RONALD NICHOLSON.

RESOLUTION BY GLACE BAY COUNCIL.

At an adjourned regular meeting of the town council of Glace Bay on the evening of March 13, the following resolution was unanimously passed :

Whereas the Dominion Coal Company and its employees have been for some months past negotiating for an adjustment of the wages paid by the said company to its employees, but were unable to arrive at a satisfactory settlement;

And whereas, the men applied to the government for the appointment of a Conciliation Board for the purpose of endeavouring to adjust the said difficulty;

And whereas, a Board of Conciliation was duly appointed to consider the question under dispute;

And whereas, all difficulties between the men and the company have been amicably settled.

Therefore resolved that the town council of the town of Glace Bay, in regular session duly assembled on this date, records its appreciation of the service rendered by said Board of Conciliation, and particularly those of Professor Shortt, as chairman, in arriving at so successful, amicable and satisfactory settlement of the difficulty, and we further regard with pleasure the tolerance displayed by both the men and the company in enabling the board to so expeditiously adjust this difficult question.

TEXT OF AGREEMENT CONCLUDED.

The text of the agreement concluded before the board is as follows:—In acordance with the award of the Board of Conciliation and Investigation on and after March 16, 1908, the following changes became effective in the schedule of rates announced on December 5, 1907, as schedule 1, which came into operation on January 6, 1908 :

No. 1 MINE.	Old Rate.	New Rate.
Deeps	39.5	41.
Headways	36.3	38.
Levels	36.3	38.
No. 2 MINE.		
Deeps	40.5	41.7
Headways	38.5	39.7
Levels	37.5	38.7
No. 3 MINE.		
Deeps	43.7	44.5
Headways	39.4	40.5
Levels	39.4	40.5
No. 4 WEST.		
Deeps	40.5	41.5
Headways	39.4	40.5
Levels	39.4	40.5
No. 4 EAST.		
Deeps	46.	47.
Headways	42.7	45.
Levels	42.7	45.
No. 5 MINE.		
Deeps	39.5	42.
Headways	34.2	38.
Levels	34.2	38.
No. 6 MINE.		
Deeps	49.5	50.5
Headways	47.5	48.5
Levels	46.5	47.5
No. 7 MINE.		
Deeps	39.5	42.
Headways	36.3	38.5
Levels	36.3	38.5
DOMINION No. 9.		
(5ft. to 5ft. 6in.)		
Deeps	52.5	53.5
Headways	50.5	51.5
Levels	49.5	50.5
(5ft. 7 in. to 6 ft.)		
Deeps	49.5	50.5
Headways	47.5	48.5
Levels	46.5	47.5
(6ft. 1 in. and over.)		
Deeps	46.5	47.5
Headways	44.5	45.5
Levels	43.5	44.5

PILLARS.

Collieries Nos. 1, 3, 4, west side, and 5 an increase of from 1½ cents to 4½ cents, making rates from 43 cents to 46 cents per ton, varying for each district as shown on the attached plan.

Colliery No. 4 east side, an increase of from 2½ cents to 5½ cents, making the rates for different districts from 45½ cents to 48½ cents per ton as shown on the accompanying plan.

Colliery No. 2 on the Phalen seam, an increase of 1½ cents, making rate 43 cents per ton.

Colliery No. 6 on the Phalen seam an increase of 1 cent, making rate 46 cents per ton.

Colliery No. 9 on the Harbour seam an increase of 3 cents on coal 5 ft. to 5 ft. 6 in. high, making rate 49 cents per ton.

An increase of 2 cents on coal 5 ft. 7 in. to 6 ft. high, making rate 47 cents per ton.

An increase of 2 cents on coal 6 feet. 1 in. and over, making rate 46 cents per ton.

RATE OF DAY WAGES.

Boys, drivers, landing tenders, &c., are increased two per cent over the rates that became effective January 6, 1908, but this increase will not in any case be less than 3 cents per day. As an example, men and boys of above classes, who were receiving $1.38 per day previous to January 6, 1908, and got an increase to $1.42 on January 6, on and after March 16, receive $1.45.

Mine mechanics and shiftmen now getting $1.50 or over, are increased two per cent. This increase will not in any case be less than 5 cents per day. As an example, those now receiving $1.70 on and after March 16, are rated at $1.75.

CONDITIONS OF LABOUR PILLARS.

Clause Nos. 1 and 2 of schedule No. 1 are cancelled, and the following clauses are substituted:—

Clause 1. In pillar work where cross-cuts not exceeding twelve feet wide are required and ordered, the miner will be paid the usual allowance.

Clause 2. Where unsafe conditions prevail, owing to the presence of gas preventing the use of explosives, coal in pillars may be required to be wedged down. Miners who do not wish to wedge coal may without violation of any rule of discipline, remain idle or go at other work until conditions are safe for blasting. Where men are employed wedging coal for more than twelve days in one year they will be paid an increase over the regular rate. The extra rate to be paid for wedging coal will be established by agreement between the company and the men.

NOTE.—A new schedule embodying above and showing all rates in effect March 16, 1908, to December 31, 1909, will be issued as soon as possible.

(Sgd.) ADAM SHORTT,
Chairman.
J. DIX FRASER,
ARTHUR S. KENDALL,
Board of Conciliation.

We accept the above award,

Dominion Coal Company, Limited.
(Sgd.) G. H. DUGGAN,
2nd Vice-President.

S. B. McNEIL,
G.M.P.W.A.
JOHN MOFFAT,
G. Sec. P.W.A.
S. K. NICHOLSON,
O.W.P.W.A.

APPLICATIONS WHERE PROCEEDINGS WERE UNFINISHED AT THE CLOSE OF THE FINANCIAL YEAR.

In addition to the applications received and disposed of prior to the close of the financial year, the following applications had been received concerning which proceedings were still pending on March 31, 1908 :—

1. An application on behalf of the employees of the Hamilton Street Railway and allied companies, the number of employees concerned being estimated at 120.

2. An application on behalf of the employees of the King Edward Mine, Cobalt, Ont., the number of employees concerned being estimated at 60.

3. An application on behalf of the Lake Seamen's Union, being employees of the Canadian Lake Carriers, through the Dominion Marine Association, the number of employees concerned being estimated at 450.

4. An application on behalf of the employees of the Manitoba and Saskatchewan Coal Company, Limited, of Bienfait, Sask., the number of employees concerned being estimated at 50.

5. An application on behalf of the employees of the Western Dominion Collieries, Limited, of Taylortown, Sask., the number of employees concerned being estimated at 90.

6. An application on behalf of the members of Mechanics Lodge No. 23, Provincial Workmen's Association of Nova Scotia, being employees of the Cumberland Railway and Coal Company, Limited, the number of employees concerned being estimated at 1,600.

PROSECUTIONS UNDER THE ACT.

A number of prosecutions for alleged infringement of the Industrial Disputes Investigation Act, 1907, took place during the year. Official statements concerning these were furnished to the department in accordance with section 67 of the Act by the magistrate presiding over the court in which the proceedings occurred, or by the clerk of the court. The various cases reported to the department were as follows:—

PROSECUTIONS AT MARBLE BAY, TEXADA ISLAND—PROSECUTIONS WITHDRAWN ON SETTLEMENT OF CASE.

A number of employees of the Tacoma Steel Company were charged, soon after the enactment of the Industrial Disputes Investigation Act, 1907, with having infringed the Act by declaring a strike contrary to its provisions. The operations of the company are carried on at Marble Bay, Texada Island, B.C. The case was the first heard under the provisions of the Act. The department received a statement of the proceedings from the presiding magistrate, Mr. H. O. Alexander, and also a joint statement from Mr. C. B. McNeil, K.C., counsel for the company and Mr. J. Edward Bird, counsel for the defendant, both which are presented below.

The following statement was received from the police magistrate :—

VANCOUVER, B.C., June 19, 1907.

The Registrar,
Boards of Conciliation and Investigation,
Ottawa, Ont.

Rex vs. De Greek.

SIR,—I herewith beg to report on the above cause in which there was a charge laid against the above defendant, under Section 56 of the Industrial Disputes Investigation Act, 1907, for going on strike prior to an investigation being held into a dispute between the Tacoma Steel Company and its employees of which number the above defendant was one. The property of the Tacoma Steel Company is situated at Marble Bay, Texada Island. Similar charges were laid against three other employees, Jess, Rutherford and Halliday, but were not proceeded with, the DeGreek case practically being a test one. The case after being adjourned twice, came on for hearing at Van Anda, Texada Island, on the 30th ult. After all the evidence being put in for the prosecution and the defence partially gone into, it appeared to me that the whole trouble had arisen from a misundertanding. Certain demands had been made by the employees and the company was given to April 1 to consider them. On March 25, the men working in the stopes and those getting out ore were laid off. The employees thought this was a partial lockout and struck on that date. The company's explanation was that they were unable to ship ore to the Tacoma smelter, which is the smelter they ship their product to, because of a strike there, and as their ore bins were full they were forced to suspend operations. There was a difference of opinion as to this being fully explained or at all to the employees on March 25, the date the strike took place. Upon this explanation being given in court by the witnesses for the prosecution, I stopped proceedings and asked both parties if they were willing to

discuss a settlement as it was apparent a misunderstanding had arisen and the real matters between them, viz., wages, &c., had never been discussed at all. After a short discussion they agreed to do so. Court was adjourned and a committee from the employees met the managing director and local manager of the company. I am pleased to say that after certain small points were finally adjusted, the main questions having been settled upon, the strike was declared off and the property has resumed work. All the prosecutions were withdrawn.

I am making this report, personally, as there is no clerk in the county magistrate's court at present.

I have the honour to be, sir,
Your obedient servant,

(Sgd.) HY. O. ALEXANDER, *P.M.*

JOINT STATEMENT OF COUNSEL.

The following joint statement was received by the department from the counsel concerned in the case :—

'The cases under the Industrial Disputes Act, 1907, being the first prosecutions taken under the penal provisions of the Act, were commenced before Mr. H. C. Alexander, yesterday, May 30, at 10 a.m. Mr. C. B. McNeill, K.C., appeared for the complainants, The Texada Steel Company, the owners of the copper mines at Marble Bay, and Mr. J. Edward Bird appeared for the miners, who were all members of Texada Lodge No. 113 of the Western Federation of Miners.

'The cases were all framed under section 56 of the Act, which in effect forbids men going on strike or employers causing a lockout until after the dispute shall have been referred to a Board of Conciliation under the other provisions of the Act.

'Proceedings were opened and the whole morning taken by Mr. McNeill in presenting the evidence in the first case against a miner, DeGreek, who had been in the constant service of the company for six years.

'The manager, Mr. Grant, was first called, and a history of the trouble given by him. The managing director for Tacoma, Mr. Eastman, was also examined, and in the course of the examination and cross-examination of these two witnesses it developed that there had been considerable misunderstanding between the manager and the miners. Demand for higher wages had been made by the men on March 18.

'On March 19, a wire was sent from Tacoma from this company to the manager, telling him to discontinue shipments temporarily owing to a strike at the smelter at Tacoma, which would have been unable for a time to handle the output. The men in the stope and those engaged in getting out ore were laid off. The men finding some of their number laid off on the 25th, waited on the manager by a committee of their union, and owing to such misunderstanding, left under the impression that the laying off of the men was an answer to their demand for better terms. Both parties were prepared to admit that the strained relations developed in them considerable heat, and it would appear in this condition they were unable to see in one another anything of good. The miners fought the case, advancing several defences, foremost of which was the contention that the Act was intended to apply to public utilities only, within which class copper mining would not come. It was further admitted on all sides that the coming into force of the Act was unknown to either disputants on the date of the strike, or within a fortnight thereafter. The strike occurred on the 25th, whereas the Act was assented to at Ottawa, on March 22.

'The miners further attempted to show that after the laying off of the men who were let out by the company on the 25th, there were only seven men in-

terested in the demand for better wages left in the mine, and their defence was proceeding to develop the strength of its position, which was attacked on every point, when a heated discussion ensued, giving to the magistrate a favourable opportunity, for which he had been clearly waiting, and he suggested that as a misunderstanding had been demonstrated, he would adjourn the court and allow the parties to get together. Both counsel were willing to assist. An adjournment was taken for half an hour, and then further until 8 p.m.

'A mutual spirit of compromise was manifest and by 10.30 p.m. the parties had settled. No discrimination on account of the strike is to be made by the company. The strike is called off, a scale of wages agreed upon for all classes of employees and every one is happy and contented. Mr. Alexander developed great persistence, ingenuity and tact as a peace maker. Every one sought to be reasonable, and a settlement ensued.

'The miners showed no fear of the result of the prosecution, and on the other hand, the prosecution was equally sure of obtaining conviction, but the Act in the possibility it gives of explanation and the clearing up of misunderstandings, in the bringing of the parties together, has shown virtue.'

CONVICTION UNDER THE ACT AT COBALT.

On September 6 and 7, James McGuire, president of the Cobalt Miners' Union, was brought before the police magistrate at Cobalt, Ant., on a charge of inciting the employees of the Nipissing Mining Company to go on strike, contrary to section 60 of the Industrial Disputes Investigation Act. The case was heard before Mr. R. H. C. Browne, police magistrate at Cobalt, who furnished the following statement of the proceedings to the department : 'McGuire was found guilty and fined $500, and in default of payment, six months with hard labour. The proceedings before me were conducted by Crown Attorney Browning of North Bay. There was another charge against the said McGuire for inciting the employees of the Cobalt Lake Mining Company to go on strike; eleven charges against Robert Roadhouse for inciting employees of the different mines to go on strike, and two charges against William Hewitt for going on strike. In all these cases I have reserved decision pending the appeal to the High Court in the McGuire case.'

ACT REVIEWED IN ONTARIO COURT OF APPEAL—COBALT CONVICTION AMENDED.

Judgment in the case of Rex vs. McGuire, arising out of the conviction before the police magistrate of Cobalt, of James McGuire, under the Industrial Disputes Investigation Act, was rendered in the Divisional Court, at Osgoode Hall, Toronto, on February 13, by the Honourable Mr. Justice McGee.

The conviction was argued on appeal by E. E. A. DuVernet, for the defendant, J. R. Cartwright K.C., Deputy Attorney General for Ontario, for the Crown, and J. Lorne McDougall, Haileybury, for the informant. The motion to quash the conviction was made on the grounds, (1) that the magistrate had no jurisdiction; (2) that the only remedy was to recover the penalty by civil action; (3) that the defendant should have been allowed the right of trial by jury; (4) want of evidence, etc. The principal objection argued was that the magistrate had no jurisdiction to try the case under the Industrial Disputes Investigation Act, 1907, as the Act was not invoked by either the mine owners or the workmen, and was not therefore in force at the time when the offence was alleged to have been committed. The Divisional Court, after hearing argument, reserved judgment, and on February 13, as stated,

the conviction was amended as to the term of imprisonment in default of payment of fine, the sentence being reduced from six months to three months, and since the conviction was thus held to be defective, the court decreed there should be no costs. The conviction was also amended as to the manner of statement of the offence charged, being held to be invalid in this respect also.

In the course of a somewhat exhaustive analysis of the Act, so far as its provisions bore upon the case under appeal, the court made the following comments relating to the measure generally : 'The legislation is tentative, broad and beneficial, and it cannot be expected to cover at once all the little difficulties which may be imagined to arise. No doubt, where legislation is passed to obviate or remedy some particular evil, or bring about some particular result, courts have so construed the words of enactment as to limit them to the purpose intended, although those words read literally as they stand might have a wider effect, and if allowed to apply beyond the intendment, bring about results not contemplated and unjust.'

' * * * * * The limited class of industries to which the Act applies affords the strongest indication of the purpose of parliament, and the strongest reason why there should be no interruption of the work. They are 'mining properties' and 'agencies of public service utility.' As regards the latter, upon which the community depends for daily and constant necessary service, the public interest in and need for their unbroken operation is manifest, and in the case of railways, parliament set forth some of the evils resulting from lockouts and strikes in the preamble to the Railway Labour Disputes Act, 1903. The Criminal Code had previously made mere breaches of contract in the case of railways and other utilities criminal offences when to the public detriment. As regards coal mines, apart from damage to the same, the loss and privation which may result to manufacturers and consumers at large through wide sections from a general interruption of production is a matter of recent history and common knowledge. Parliament has seen fit, doubtless for good reasons, some of which readily occur to one, to include silver and other mines in the same category in this Act, and they cannot be separated in interpreting it.

'The right of temporary interference with private liberty of action by the prohibition of lockouts and strikes during the period of actual investigation as justified by the interest of the community being asserted by parliament, there would be the less reason for non-interference before such investigation with a strike which, while it might be disastrous, could only be short-lived, inasmuch as it could be so soon ended by the opposite party invoking the aid of the Act. In so far as the public interest is concerned in any restriction, it justifies even more the temporary prohibition *ab initio* than a mere interruption of the strike. The policy of the Act therefore does not assist, but equally with its terms is opposed to the defendant's condition.'

TEXT OF JUDGMENT.

The text of the judgment was as follows :

The conviction which it is sought to quash states the offence to be that of 'having unlawfully incited the employees of the Nipissing Mining Company to go on strike.' No reference is made in it to any statute, and it is conceded that unless

it is warranted by 'The Industrial Disputes Investigation Act, 1907,' there is no authority for it.

Section 60 of that Act declares that any one who incites 'any employee to go or continue on strike contrary to the provisions of the Act' is guilty of an offence and liable to a fine. Then to find what is meant by going on strike we turn (in this case) to section 56, which makes it unlawful for any employer to declare or cause a lockout or for any employee to go on strike on account of any dispute prior to or during a reference of such dispute to a Board of Conciliation and Investigation under the provisions of the Act. For the meaning of these words, 'employer,' 'employee,' 'dispute,' 'lockout' and strike,' we must turn to section 2.

Except in the single case of an agreement mentioned in section 63, that Act is limited in its operation to certain specified industries. In case of dispute between an employer and one or more of his employees which they are unable to adjust, the Act (s. 5 and 21) provides that either party may make application to the Minister of Labour for the appointment of a board to which the dispute may be referred. It becomes the duty of such board (s. 23) to endeavour to bring about a settlement, and to that end make inquiries and suggestions. If the parties agree to a settlement (s. 24) or agree to be bound by the board's recommendation (s. 62) then such settlement or recommendation may be made a rule of court with whatever effect that may have. But if the parties do not do either, then the board has no compulsory powers and can only report (under s. 25) the result of their investigations and efforts with their suggestions and recommendations to the minister, who makes it public (under s. 29). Thereafter the parties are left to public opinion and their own good sense or obstinacy, and the Act declares (in s. 56) that nothing therein shall be held to restrain a lockout or strike in respect of any dispute which has been duly referred to a board and dealt with under section 24 or 25, that is by agreement of settlement or by a report. As it is 'going on strike contrary to the Act,' which under s. 60 must not be incited, it is argued for the defendant that if the strike would not be contrary to the Act, that section could not apply. It is therefore upon s. 56 that the broadest question raised in this case turns in order to see if the strike is within it. It is said that in other pending cases the same point is involved. For the defendant, it is urged that although strikes are prohibited thereby prior to or during a reference, that only means provided either party has asked for a reference, and that this restrictive provision of the Act is only intended to take effect if the machinery of the Act is going to be used. On the other hand, it is said that parliament manifestly intended that in these particular industries that conciliative and investigatory machinery must be used before the extreme and disturbing expedient of a lockout or strike can be resorted to by either party. Leaving aside the possibility even under the defendant's contention of a man, before an application for a reference, inciting to a strike to be made after and in spite of either, let us look at the meaning of s. 56. It is not of moment to consider at what exact stage from the minister's decision to establish a board down to their first meeting, a reference may be said to begin. Prior to that stage, there must not in these industries be a lockout or strike 'on account of a dispute.' That seems plain enough, and to contemplate one and only one whole period of prohibition—extending from the dispute to the reference and to provide for peace during that interval. According to the argument for the defendant that must be divided into two periods—one between the dispute and the applica-

tion and the other between the application and the reference. I find nothing in the Act requiring or authorizing such a construction. If it be asked how can anything be said to be prior to something which never occurs, the answer is that the party himself can make it occur, and until he or some one does, his conduct is controlled.

It is true that section 56, even as interpreted by section 2, cannot be taken literally. It would, so taken, prevent a strike where fewer than ten employees are affected by a dispute. But as section 21 declares there cannot be a reference in such a case, it is manifest the prohibition before a reference cannot be intended.

It is true also that proohibition of a strike before an application might seem to be an undue interference with personal right in some cases. The Act does not declare all strikes to be illegal. On the contrary, it recognizes without reprobating their possibility, requires proof (s. 15) that ' the necessary authority ' to declare one has been obtained before application for a reference, declares (s. 56) that it does not prevent them as a last resort, and imposes a penalty (s. 57) if the employer seeks under cover of its provisions delay which would postpone that ultimate right. Sec. 590 of the Criminal Code also prevents prosecution for conspiracy in refusing to work. And yet in the case of an employer reducing wages, and the men desiring to cease work and the employer being ready to get others to take their places, and neither party wishing to invoke the Act, a strike would be prevented if s. 56 applied, and the men would be driven to make application for a reference, although they were not the parties disturbing the status quo, and although the Act, (s. 5) only purports to be permissive in allowing the application. Whether in view of the definition of 'strike' in s. 2 as being 'done as a means of compelling their employer to accept terms of employment,' although its meaning is not limited, sec. 56 would apply, and whether refusing to work on new terms not accepted would be a strike, are other questions. But at least the words of the section are broad enough not to make a distinction between the period preceding and that after the application. Then, too, under s. 16, an application for a reference, if the men are all members of a trade union, must be signed by two officers of the union duly authorized by a majority vote at a meeting called for that purpose. If the employees interested cannot persuade a majority, perhaps not interested though obstinate, to make an application, what are they to do ? Are they to be deprived of a reference, and yet compelled to work on indefinitely on terms unsatisfactory to them, and from which there is no promise of relief ? The construction asked by the defendants would obviate such a difficulty by making the application or notice of it the commencement of the restraint. Such a case may be unprovided for, and if it should arise, a solution would doubtless be found outside of legal construction. Discontinuance of work is not necessarily a strike, and membership in a union need not continue. The legislation is tentative, broad and beneficial, and it cannot be expected to cover at once all the little difficulties which may be imagined to arise.

No doubt where legislation is passed to obviate or remedy some particular evil or bring about some particular result, courts have so construed the words of the enactment as to limit them to the purpose intended, although these words read literally as they stand, might have a wider effect, and if allowed to apply beyond the intendment, bring about results not contemplated and unjust. But here the question is, can it be said that the intent was to limit the sanction of the Act to a period depending upon the will of one party to the dispute ? There is nothing in the Act

to show that it is out of regard for the rights of the workmen that the employer is restrained from a lockout, or out of regard for the rights of the latter that the former are restrained from a strike. Neither may have broken any contract, and there may be no question of civil rights between them. Why then should the lawful conduct of either be restrained at the will of the other, and only during the time that will is operative? We must look deeper to find the purpose of the legislature before we can say their words should be limited to that purpose.

The prohibition is in s. 60 against inciting to 'continue' on strike, which might seem to contemplate an existing one, is accounted for in s. 63, which directs a strike in other industries to cease upon notification of the minister's decision to refer. The title of the Act which was sought to be invoked against the defendant sheds no light, for it refers to 'settlement' as well as 'prevention,' and in any view the Act attempts both.

I find nothing in the Act to show that even the possibility of a strike in these industries before an application for reference was considered. On the other hand, an application before a strike is manifestly contemplated in s. 15, which requires the application to be accompanied by proof that strike will be declared. In the industries to which the Act applies, the prohibition is against coming on strike—in others (s. 63) the strike is to cease. To give time for reference and adjustment s. 57 requires thirty days' notice of any change affecting conditions of employment, and though that section is only levelled against disturbance during the reference the words used are significant, 'the relationship of employer and employee shall continue uninterrupted by the dispute.'

But outside of all this, the limited class of industries to which the Act applies affords the strongest indication of the purpose of parliament and the strongest reason why there should be no interruption of the work. They are 'mining properties' and 'agencies' 'of public service utility.' As regards the latter, upon which the community depends for daily and constant necessary service, the public interest in and need for their unbroken operation is manifest, and in the case of railways, parliament set forth some of the evils resulting from lockouts and strikes in the preamble of the Railway Labour Disputes Act, 1903. The Criminal Code had previously made mere breaches of contract in the case of railways and other utilities criminal offences when to the public detriment. As regards coal mines apart from damage to the same, the loss and privation which may result to manufacturers and consumers at large through wide sections from a general interruption of production, is a matter of recent history and common knowledge. Parliament has seen fit, doubtless for good reasons, some of which readily occur to one, to include silver and other mines in the same category in this Act, and they cannot be separated in interpreting it.

The right of temporary interference with private liberty of action by the prohibition of lockouts and strikes during the period of actual investigation, as justified by the interest of the community being asserted by parliament, there would be the less reason for non-interference before such investigation with a strike which, while it might be disastrous, could only be short-lived, inasmuch as it could be so soon ended by the opposite party invoking the aid of the Act. In so far as the public interest is concerned in any restriction, it justifies even more the temporary prohibi-

tion *ab initio* than a mere interruption of the strike. The policy of the Act therefore does not assist, but equally with its terms, is opposed to the defendant's contention.

To come then to this particular conviction. As already mentioned, it makes no reference to the Act. It is impossible to gather from it that the defendant has been guilty of any offence. Under some circumstances, it is by this Act made unlawful to incite some employees of some employers to go on strike, but not all employees nor under all circumstances.

Outside of the Act, even where it may be unlawful in the sense of being actionable, it might not be a criminal offence or even if a criminal offence, it might not be the subject of summary conviction.

There is nothing in this conviction to show that the Nipissing Mining Company is such an employer as the Act applies to, nor that its employees who were incited were such as there referred, nor that the strike was to be as required by s. 56, 'on account of a dispute,' and that such a dispute as the Act refers to, nor that the strike incited was to be 'prior to or during a reference.'

All these are essential matters necessary to be proved in order to constitute the offence. None of them are matters of disqualification, exception or proviso as to which questions might be raised upon whom the onus of assertion or proof would lie. Yet upon all of them the conviction is silent.

I am leaving out of consideration any special meaning of the words 'go on strike,' and assuming that the Act does not limit the ordinary use of them to which the object of enforcing compliance with demands or redress of grievances seems to be attached. It was argued that as the conviction states that the defendant 'unlawfully' incited, that must mean that the strike would be unlawful, and therefore contrary to the Act, but such an effect cannot be given to it. There might be lawful or unlawful means, or unlawful but not criminal means, used to incite to do a lawful or non-criminal act. See R. V. Goodfellow, C. A., 1906, 11 O. L. R., 359, and see Paley on Conviction, 8 Edn., 196 and 200, as to the use of the word 'unlawfully' being insufficient to make up for the absence of the allegations to show that the Act is unlawful.

The information stated the charge in the same way as the conviction does, but has the added words, 'against the form of the statute in such case made and provided.' These words were in all probability inserted and intended to refer, as they usually do, to the offence charged against the defendant, that is, to the incitement, and not to that which the employee was incited to. But they would not as to the incitement supply the circumstances necessary to make it an offence.

Rex v. James, 1902, 1 K. B. 540; 2 Hale Pleas of the Crown 170. Paley 8th Edn. 196; ex parte Hopkins 66 L. T. N. S. 53; Rex v. Jukes, 8 T. R. 563. But as they stand, the prosecution would be entitled to the benefit of the agreement that they immediately follow the words 'to go on strike,' and therefore should be taken to refer to them. At the hearing before the police magistrate, before any evidence was taken, this construction was claimed in answer to the objection of defendant's counsel, so that the defendant had notice that it was intended thereby to charge that the strike which he incited was contrary to the Act. I do not think that carries the matter any further against the defendant, for it should still have shown in what way the strike incited would be contrary to the Act,—but at least it comes nearer stating

his offence in the words of the statute creating it, and he was not misled in fact upon his trial.

The word 'employees,' used in both the information and conviction, has, in sections 56 and 60 of the Act, a precise and limited meanin ggiven to it, as perhaps the word 'strike' has not under section 2. This limited meaning of employees carries with it throughout the Act the nature of the work and of the employer's business, and the number of his employees. But though its use in the Act itself carries that precise meaning with it, the Act does not give the word that precise meaning in other documents, or warrant its being taken in other than the ordinary acceptation. There might well be employees such as civil engineers or mining experts not doing either clerical or manual work, and therefore not within either sec. 56 or sec. 60.

Even if we could apply sec. 523. of the Criminal Code, 1906, which declares that the description of an offence in the words of the Act creating the offence, or any similar words, shall be sufficient, this conviction does not do that, for it omits the essential assertion that the strike incited was contrary to the Act.

The conviction therefore on its face is bad, for not stating any offence. It cannot be said that what it alleged could not be an offence, but it might or might not be, and therefore it cannot be said that the defendant was convicted of one.

It was also objected to it that the Act did not authorize a summary conviction with imprisonment as a result of non-payment of the penalty, and that s. 61 merely directed that the procedure for enforcing the penalty should be that prescribed by Part XV of the Criminal Code, 1906, relating to Summary Convictions. Section 60 does not merely impose a penalty but declares the inciting to be an offence, and the Interpretation Act, (s. 28), declares that every Act shall be read as if an offence punishable on summary conviction were referred to as an offence, and the Criminal Code shall apply. This objection cannot be given effect to.

The conviction imposes a fine of $500 and in default of payment, imprisonment for six months. It was conceded by the Deputy Attorney General that this term of imprisonment was unauthorized, and should not be more than three months under s. 739 of the Criminal Code.

The conviction thus being invalid in two respects as it stands, what should be done with it ? Section 65 of the Industrial Disputes Investigation Act, 1907, only cures defects of form or technical irregularity, even if this could be said to be a proceeding under the Act. The Criminal Code, however, in s. 723, provides that no information or conviction under Part XV shall be deemed insufficient for not naming or describing with precision any person or thing, and in s. 724, that no objection shall be allowed to any information for any alleged defect therein in substance or in form. And by s. 1124 no conviction shall be held invalid for any irregularity, informality or insufficiency therein if the court, upon perusal of the depositions, is satisfied that an offence of the nature described in the conviction has been committed, over which the justice had jurisdiction, and that the punishment is not in excess of that which might be lawfully imposed, and even if the punishment be in excess, the court has the like powers as under sec. 754 might be exercised by a court on an appeal from the conviction. Under s. 1125, the generality of this curative provision is not restricted, but is to include *inter alia* the omission to negative circumstances which would make the Act complained of lawful. When we turn to s. 754 we find that the court to which an appeal is brought is enabled, notwithstanding any defect in the conviction,

and notwithstanding that the punishment is in excess of what is lawful, to hear and determine the charge upon the merits, and to modify the decision of the justice, and make such other conviction or order as the court thinks just, and may by such order exercise any powers which the justice might have exercised.

Now if under sec. 1124 we turn to the depositions, it was conceded before us that there was sufficient evidence to warrant a conviction under sec. 60 of the Act, 1907, if there could be a conviction under s. 56 before an application for a reference—it being admitted on the deposition that there was no such application.

That being so, should the amendment be made as regards the statement of the offence and the punishment? In Rex v. Hayes, 1903, 5 O. L. R. 198, where the conviction did not allege, as was necessary, that the defendant 'knowingly' did what he was charged with, the court considered that was not an irregularity, informality or insufficiency within s. 1134 (then s. 889 of the Criminal Code of 1892) which could be amended, but in that case the depositions did not warrant the amendment, and so the conviction was quashed. In Rex v. Boomer, 10 O. W. R. 978; Rex v. Crandall, 27 O. R. 63; Rex v. Smith, 31 O. R. 224, and in other cases, the absence of evidence also prevented the necessity of deciding as to amending. In Rex v. Meikleham, 11 O. L. R. 366, an amendment was allowed in the statement of the offence in the conviction, the defendant having admitted facts making him guilty of the offence as amended. In that case the conviction as it stood did not necessarily charge an offence neither does this conviction. That was the decision of a Divisional court. The allegations omitted from this conviction are quite as essential as the Scienter in Rex v. Hayes * * * which was also before a Divisional court, but as the conviction in the latter case failed also upon the evidence, I think Rex v. Meikleham should be followed, and the conviction be amended, both as to the statement of offence and the term of imprisonment which should be reduced to three months.

As the conviction was defective, there should be no costs.

A CONVICTION UNDER THE ACT IN ALBERTA.

A prosecution was brought against the Hillcrest Coal and Coke Company of Hillcrest, Alta., during the month of October. The case was heard before Inspector P. Belcher, R.N.W.M.P., police magistrate at Pincher Creek, Alta., who furnished the department with the following official report of the proceedings :—

'I have the honour to state that on the 10th day of October, 1907, while the Board of Conciliation was sitting at Hillcrest, and before it had finished its work, the Hillcrest Coal and Coke Company posted up notices which caused the miners to stop work; also on the night of the 10th the whistle was blown by the orders of the company, signalling that there would be no work on the next day. Owing to these causes, the mine was closed for two days. The miners' union laid an information against the company for causing a lockout, and the case was heard by me. On the evidence produced I convicted the company and fined them $100 for each day and costs $6.25, or altogether $206.25. The company have appealed the case to the next sitting of the Supreme Court of Macleod district. The notices posted up have been forwarded to the clerk of the court, Macleod, as exhibits, also all the papers in connection with the case.'*

* This case was appealed by the company and the conviction was sustained in the Supreme Court of Alberta.

INVESTIGATION

RE

DEPARTMENT OF MARINE AND FISHERIES

COMMISSIONER'S REPORT

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1909

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INVESTIGATION RE DEPARTMENT OF MARINE AND FISHERIES.

REPORT

To the Honourable L. P. Brodeur,
Minister of Marine and Fisheries.

Pursuant to the directions of the commission, dated April 6, 1908, issued by you, and under authority of an order-in-council bearing date the 1st April, 1908, I proceeded to investigate the matters referred to me.

The text of the order-in-council and of the commission is annexed hereto.

The investigation was conducted by me as Judge of the Exchequer Court of Canada in open Court, all witnesses giving their evidence under oath.

With the able assistance of counsel I have endeavoured to make the investigation as thorough as possible.

The only agencies of the Marine Department not inquired into were those in British Columbia and Prince Edward Island.

I concluded that as no charges had been specifically made against any of the officials in either of those districts, the great expense and loss of time that would be incurred and occasioned justified me in omitting to inquire as to those agencies.

If, however, it is thought that inquiry should be made in British Columbia and Prince Edward Island, I am willing to make the inquiry. I do not think that it is necessary.

The press throughout the country have given such full and fair reports from time to time of the evidence that I must apologize in advance for the length of this report.

As the matters investigated affect the character of officials, I think, notwithstanding the full reports, it is my duty to deal specifically with the facts as to each official.

Misconception has arisen as to the scope of my commission and the power conferred upon me and the duties devolving on me. I think, therefore, I should point out the scope and object of the commission.

On the 8th and 9th of May, 1907, Messrs. Courtney, Fyshe and Bazin were appointed by His Excellency, the Governor-General of Canada in Council, Commissioners to inquire into and report upon the operation of the Act respecting the Civil Service of Canada and other matters.

In that part of the report relating to the Marine and Fisheries Department Mr. Courtney took no part, the report being that of Messrs. Fyshe and Bazin.

In their report Messrs. Fyshe and Bazin used the following language:—

'There is not only a lack of efficient organization and method in the department. 'There would also seem to be a lack of conscience. In connection with the enormous 'expenditures which are deemed necessary, the word 'discount' never appears. It is 'tacitly assumed that there is no such thing ; but the whole commercial world knows 'otherwise. If no one gets any benefit from trade with the government except the 'trader, then it must be clear that in these great purchases made for the government, 'without discount, its officers must be assisting the trader to get better prices from 'the government than he can get anywhere else; for everywhere else he has to give 'discount. In other words, some of the government's officers are serving two masters, 'and apparently succeeding with both—scripture notwithstanding.'

In the memorandum submitted to the Committee of the Privy Council and approved by His Excellency the Administrator, it is assumed by the Minister that the language quoted above charges that commissions are received improperly or enhanced prices paid through dishonesty on the part of officials of the Department of Marine and Fisheries.

The memorandum states that—

'Unfortunately the report does not mention any names which would enable him '(the minister) to take definite action concerning those officials. It is, however, in 'the interest of the Department of Marine and Fisheries and of the country that 'immediate steps should be taken in order to determine what officials (if any) de- 'serve condemnation and to give to all an opportunity to meet the charges implied.'

Thereupon the commission, dated 6th April, 1908, appointed me the commissioner:—

'To investigate and report upon certain statements contained in the Report of 'the Civil Service Commission reflecting upon the integrity of the officials of the 'Department of Marine and Fisheries or some of them.'

Some limitation had to be given to the inquiry, and as the charges made by the report of the Civil Service Commission are mainly confined to the fiscal years 1904-5, 1905-6, and 1906-7, I limited the investigation in the meantime to those years.

The next question arose as to the method of procedure.

It would have been easy to summon each official and inquire whether he was guilty of the charge made. I did not consider that such a course would have elicited the truth.

I therefore concluded that the inquiry should be conducted on the following lines:—

(1) That all contracts entered into for or on behalf of the Crown by any official of the Department of Marine and Fisheries during the fiscal years 1904-5, 1905-6 and 1906-7, either for work to be performed on the property of the Dominion or for supplies purchased for or on behalf of the Dominion must be investigated.

(2) That the prices paid must be ascertained.

(3) That the current market rates for wages or goods at the time of such contracts or purchases should be ascertained; also the prices governing such purchases for large quantities and the discount (if any) usually allowed.

If it appears that a larger amount has been contracted to be paid in any particular case or cases, then it becomes necessary to inquire into the reasons for such overpayment, and the official making such overpayment should have the opportunity afforded him of exculpating himself if possible.

I have set out in a general way only my views as to the scope of the inquiry. I have only indicated certain heads of inquiry.

It will be readily appreciated that such an inquiry necessarily involved a very onerous and burdensome task.

I had to depend on counsel to produce the evidence outlined.

The government appointed G. H. Watson, Esq., K.C., and J. L. Perron, Esq., K.C., as counsel.

I expressed the opinion at the outset that their work would be thoroughly and well done. At the close of the investigation I am glad to state that my opinion was well founded.

No one not cognizant of the details of the investigation can appreciate the magnitude of the work committed to counsel, the difficulty of procuring evidence, &c.

I think to Messrs. Watson and Perron the credit is mainly due if any good results from the investigation.

I would also like to place on record how much counsel and myself are indebted to Dr. Morse for the manner in which he performed his duties as secretary. It was essential that I should have a secretary in whom I had the fullest confidence.

The scope of the investigation was so broad and involved so much evidence that naturally a good many persons would be under the impression that my powers and duties were wider than they are.

I wish to point out, however, that my instructions limited me to ascertain the guilt or innocence of any official charged with lack of conscience or of directly receiving bribes or other perquisites.

The evidence, while voluminous, was directed to this object. I was not appointed to take an account of all overpayments.

I endeavoured as far as possible to allow the fullest opportunity to any official charged to explain and to appear by counsel, if he so desired. My desire has been to exculpate and not to incriminate.

It must be apparent to any one conversant with an investigation of this nature that great difficulty would be encountered in arriving at the truth, and a perusal of the evidence will demonstrate the truth of this statement.

I have endeavoured to form a judgment based on evidence, and not on rumours with which the atmosphere was surcharged.

Later on I will find it necessary to deal with each individual against whom any specific charges have been made.

Before proceeding to details, there are a few general questions that have to be dealt with.

I wish it to be clearly understood that in no sense am I sitting as judge on appeal from the report of Messrs. Fyshe and Bazin.

These gentlemen had as high, if not a higher position than myself under their commission.

I do not desire by any remarks of mine to detract from the value of their services.

In some instances, which I will have to mention, I feel satisfied that had the evidence adduced before me been produced before them their report would have been different.

I directed Messrs. Fyshe and Bazin to be subpœnaed, not that I had any power or inclination to compel them to give evidence, but in the hope that they might be able to define and locate their charges against officials and so shorten the investigation ; also with the object of ascertaining whether they were in possession of any facts other than those set out in their report and appendix which might assist me.

Mr. Courtney was not called. He was not a party to the report affecting officials of the Department of Marine and Fisheries.

The result of the examination of Messrs. Fyshe and Bazin is that they declined to excuse or accuse any individual official.

Their view, as expressed in their evidence, is that the system adopted in the Marine and Fisheries Department was entirely wrong, and that therefore someone was responsible, and that it was necessary to ascertain who was responsible.

They also stated that everything they knew connected with the department is contained in their report and appendix.

THE LIGHTHOUSE BOARD.

In their report the Commissioners, Messrs. Fyshe and Bazin, state as follows:—

'A great part of your Commissioners' time has been given to the files connected 'with the buoy service, which is one of the most important branches of the department. 'About three years ago the department took a new, and apparently vigorous, departure 'in the effort to supply new and approved aids to navigation. This work, which had 'been under the charge of the Chief Engineer, was divided up, and a Lighthouse 'Board was established, apparently with the idea of effecting better results by making 'a specialty of this branch of the department. A new officer was appointed in con- 'nection with it called the Commissioner of Lights, whose whole time is now given to 'its management, which includes the management of a lighthouse depot established 'at Prescott, where a great variety of work is carried on connected with the light- 'house and buoy service Your Commissioners have to report that in their opinion 'this new departure has been a most unfortunate one so far as the efficiency of the 'special work is concerned ; and it certainly has not added to the general efficiency of 'the Marine and Fisheries Department.

'The Lighthouse Board consists of six members : Lt.-Col. F. Gourdeau, Deputy, 'Marine and Fisheries Department, Chairman ; Lt.-Col. W. P. Anderson, Chief En- 'gineer, Marine and Fisheries Department ; Commander O. G. V. Spain, Marine and 'Fisheries Department ; J. F. Fraser, Commissioner of Lights, Marine and Fisheries 'Department; Hugh A. Allan, Montreal, Allan Line of Steamships; Capt. J. W. 'Troupe, Victoria, B.C., Manager Canadian Pacific Railway Steamships Lines in 'British Columbia.

'Four of these gentlemen are the senior officers of the Marine and Fisheries De- 'partment, while the other two represent the shipping interests. This board seems to 'have no duties but the giving of their decision upon all applications for new or 'approved aids to navigation coming to them from all parts of the country, from the 'Straits of Belle Isle and Newfo ndland in the east to British Columbia in the west. 'Whatever importance their dec sions may have (and they mean much when expressed 'in dollars) it does not concern them.' Figuring as an impartial and skilled tribunal, 'passing upon all demands for government money under the plea of necessary aids 'to navigation, they can do so without the slightest sense of responsibility, for they 'absolutely incur none. The responsibility for all consequences is immediately 'assumed by the Marine and Fisheries Department, although the head of that depart- 'ment is not a member of the Lighthouse Board and personally cannot be considered 'responsible for them

'Between June, 1905, and June, 1907, this board approved of and passed applica-
'tions for new and improved aids to navigation amounting to $1,691,813. With the
'voting away of this vast sum of money the responsible minister had nothing to do.
'He was simply asked to initial the minutes of the different meetings of this most
'powerful but irresponsible board. The effect of this state of things is disasterous.
'It means practically the removing of all responsibility from those to whom extensive
'powers of administration any expenditure are granted.

'When one realizes the enormous pressure being constantly brought to bear on
'the government of the day in favour of grants and bounties of all kinds, from one
'end of the country to the other, it would surely seem to be a most unwise thing to
'create a board with extensive powers, which can be and are used in sympathy with
'this universal outside pressure, and without being accountable to anybody.

'The two outside members of this board simply represent the shipping interest,
'which is their own. They cannot serve the country and themselves equally well in
'the same matter. The other members of the board are government officials, who,
'whatever their standing may be, personally or officially, are not independent of politi-
'can influence or departmental pressure. They are in no proper sense qualified to fill
'such a position of trust as a seat on this Lighthouse Board should mean—where the
'most absolute sense of justice, with complete independence, is called for; with a keen
'desire to administer the people's money with the utmost economy and good judgment,
'and with all personal considerations sunk.

'If the board is intended to be a permanent institution it should be reorganized ;
'and the Minister of Marine and Fisheries should be a member of it, as being chiefly
'responsible for the finding of its expenditures.

'There can be very little question that the Lighthouse Board has been the means
'of greatly increasing the expenditure of the department, and that much of the in-
'crease has been wasted.'

It became my duty, in pursuance of the scope of the evidence indicated at the opening of the investigation, to investigate this subject.

I have nothing to do with the policy of the government as to the improvement of the navigation of the St. Lawrence and the Upper Lakes. All that concerns me is whether, in the course of such improvements, any official has been guilty of lack of conscience or has received moneys or other gratuities improperly.

In order, however, to arrive at the facts a full inquiry was made.

I am quite satisfied that had Messrs. Fyshe and Bazin heard the evidence adduced before me, the language quoted above would not have been used.

The improvement of the navigation of the St. Lawrence and Upper Lakes has been the subject of consideration by the various administrations that have held office since confederation.

In 1900, a more vigorous policy was adopted and has been pursued to the present time.

No Canadian, who has the interests of his country in view, can fail to appreciate the work that has been accomplished and the benefits accruing to the country from such works.

A perusal of the evidence of Messrs. Hugh and Andrew Allan, Mr. Robb and Mr. Cowie will make this apparent to any one.

I feel that an injustice has been unwittingly done by the Civil Service Commissioners' Report to Mr. Hugh Allan and also to the other members of the Lighthouse Board in connection with their work as members of the Board.

Whether some officials of the department are blameworthy in respect to overpayments in connection with these works is another matter to be dealt with separately.

The Lighthouse Board is merely an advisory board.

Mr. Hugh Allan is on the board as representing the shipping interests. It is quite true that any improvement to navigation affects the interests of the Allan line, but it equally benefits the Canadian Pacific Railway Steamship Company and several other steamship companies. No personal benefit accrues to the Allan line which other vessels do not share in. The community at large benefits by the improvements in navigation.

The Dominion as it grows must meet the requirements of the shipping interests, otherwise commerce would leave Canadian ports.

The Board receive reports from various sources detailed in Mr. Allan's evidence. They carefully sift the facts contained in each recommendation. If they approve, they send on the recommendation to the minister, and it was for him and the government to consider whether the finances would permit the expenditure recommended, and as to the advisability of the work.

The statement that the responsible minister has nothing to do with the voting away of the immense sums appropriated for improvements to navigation and merely initials the minutes of the meetings 'of this most powerful but irresponsible Board' is not in accordance with the facts.

As stated before, the Board merely makes recommendations, which the government can adopt or not as they think fit.

No one is better qualified to judge of the requirements necessary to improve navigation than the shipping interests.

The government obtains the services of these gentlemen practically free of expense.

I am perhaps going out of my way in dealing with this matter, but as Mr. Hugh Allan is a member of the Lighthouse Board and a quasi official of the Marine and Fisheries Department, and as considerable evidence has been adduced before me not produced before Messrs. Fyshe and Bazin, I feel it my duty to report that no charge of wrong-doing or serving his own interests or those of the Allan Company should be imputed to Mr. Allan. The Allans necessarily benefit with all other vessels by the improvements.

THE PATRONAGE LIST.

Let me quote from the evidence of Colonel Gourdeau, the Deputy Minister of Marine and Fisheries, a few passages which show the loss the country, in his opinion, sustains in dollars and cents.

(Page 766, volume 3.)

'Mr. WATSON.—Q. But why should the department buy by retail? Are you not 'always able to buy at wholesale prices?—A. Certainly, but it is not the policy of the 'government so far.

'Q. What do you mean by that?—A. Because there is a patronage list. We are 'obliged to go to certain people to buy goods from.

(Page 767, volume 3.)

'Hon. Mr. CASSELS.—Q. Why are you compelled to buy retail?—A. I think we are 'adopting a much better plan now; but as I mentioned, my lord, up to then there was 'a list of people from whom we had to purchase.

'Mr. WATSON.—Q. What do you mean by had to purchase?—A. If, for instance, 'Jones, Robinson, and White were on the list for flour, we had to go to those people 'for flour.

'Hon. Mr. CASSELS.—Q. It simply means you lost the difference between the whole-'sale and retail price by going to the patronage list?—A. Yes.

'Hon. Mr. CASSELS.—Q. Can you give any idea of what amount in dollars and 'cents the country has lost during the last three years by that method?—A. A very 'large amount, but I would be very——

'Mr. WATSON.—Q. Do you mean by higher prices?—A. Certainly.

'Hon. Mr. CASSELS.—Q. In dollars and cents how much during the last three 'years? You say a large amount. I want to get some idea of what you mean by a 'large amount?—A. Oh, I would not like to give my opinion. It would be a very large 'amount.

'Q. Would it run into millions?—A. Oh, no. no. It might be a couple of hundred 'thousand dollars.'

Further on Mr. Watson asks:—

'Q. Do I understand you to make the statement that during the last three years 'two hundred thousand dollars has been paid in excess of regular and proper prices by 'reason of the existence of a patronage system?

'Hon. Mr. CASSELS.—He does not say that. He says during the last three years 'two hundred thousand dollars has been paid by reason of this patronage list, which 'might have been saved if they had done what might have been done, bought whole-'sale.

'Mr. WATSON.—Q. Do you say that?—A. Certainly.'

On the 14th of May, 1908, Mr. Doutre was appointed Purchasing and Contract Agent for the Department of Marine and Fisheries.

The patronage list was still continued in a modified manner.

Mr. Doutre in his evidence, page 526, volume 2, states as follows, referring to his appointment as purchasing and contract agent:—

'Hon. Mr. CASSELS.—Q. One thing. Have you had sufficient experience in your 'new position to make an estimate of what the new method of purchasing will save the 'country in future per month?—A. Well, I have never given the matter very much 'thought. I expect, I have no doubt the saving will be large.

'Q. What do you call large, $100,000, a million?—A. Hardly.

'Q. One thousand dollars?—A. Yes.

'Q. What do you think the difference will be under the new system?—A. I should say $50,000, if not double that, a year.'

It is hardly necessary to remark that these figures are probably within the mark.

On the 24th of November, 1908, I was officially notified that the present Minister had abolished the patronage system so far as the Marine and Fisheries Department is concerned, he no doubt recognizing the evil effects resulting therefrom.

The system seems to have been handed down from one administration to another since confederation.

To my mind the adoption and continuance of the system is absolutely wrong.

It apparently is based on the old maxim, 'to the victors belong the spoils,' utterly ignoring the fact that the money to be disbursed is money contributed by the people generally, and not the money of the political followers of the party at the time being in power.

The revenues of the Dominion are entrusted to those in power to be expended as any other trust moneys should be expended, namely, for the best advantage of all.

The baneful effects of the system, not merely limiting the effects to the extra expenditure of money, but in its effect on the demoralization of the agencies can be appreciated by a perusal of the evidence taken in Quebec, St. John and Halifax.

I refer to this question thus generally in order to avoid repetitions and dealing with particular cases.

No one can reasonably complain if, in an open market and with fair competition, friends who furnish goods of equal quality with goods furnished by political opponents and at equally low prices, are preferred, but every one should have the same opportunity of tendering no matter what political party he supports.

THE WILLSON GAS BUOYS.

A considerable amount of evidence was given as to these buoys.

An enormous amount of money has been spent in the acquisition and placing of the buoys.

The policy of adopting these buoys is not properly a subject for my opinion. It is a question of the policy of the government connected with the improvement of the navigation of the St. Lawrence and Upper Lakes.

It, however, became necessary for me to investigate this question.

I find no evidence of any improper expenditure by Mr. Willson or those employed by him to appease officials of the government and promote the interests of the company incorporated to manufacture and sell these buoys.

On the evidence adduced before me these buoys are unquestionably of great value as aids to navigation.

This being so, I was furnished with a statement of the cost of production of the buoys.

I thought the reasons given in support of the contention that the cost of manufacture should not be made public were reasonable.

No attack has so far been made against the patents on the ground of over-charge or that the patentees were not selling at a reasonable price.

The statements were corroborated by sworn testimony, and I did not think it fair to allow any further public disclosure of cost.

Moreover, the purchase of the earlier buoys and the subsequent purchases from time to time have been ratified by orders in council.

It may be that the profits obtained by the company are not reasonable, more particularly having regard to the fact that the company were allowed to import all materials for use in the manufacture of buoys and beacons for the government free of custom duties.

As I find no proof of any improper payments by the company to officials, I do not deal with the subject further.

THE DIAPHONE FOG SIGNAL.

In dealing with this question it is fair to the patentee and the assignee of the patent rights who manufacture the diaphone to point out that the validity of the patents is not in issue before me.

It should also be considered that the owners of the patent and those interested in the manufacture of the diaphone were not represented by counsel.

It would be impossible to conduct any litigation properly if witnesses were allowed representation by counsel.

The question as to the prices paid for the diaphone became of importance as affecting the question of lack of conscience on the part of some of the officials.

As far as the evidence shows, the diaphone is of great value as an aid to safe navigation.

The department purchased about forty diaphones.

The quoted rate for each diaphone was the sum of $4,600; the actual cost of the diaphone was $230.

The patent for the diaphone was owned by an American company.

The Canadian Fog Signal Company manufactured or procured to be manufactured this diaphone.

The patentee under the Canadian Patent Laws had to manufacture or cause to be manufactured the patented invention in Canada.

They therefore entered into an agreement with Mr. Northey for the manufacture and sale in Canada.

The Patent Act of the Dominion in force at the time of the sale of these diaphones is as follows:—(I may say that there has been no change affecting this question since this Statute.)

Section 38 of the Patent Act provides:—

'That every patent shall, unless otherwise ordered by the Commissioner as here-'inafter provided, be subject and expressed to be subject to the following condi-'tions: (*a*) Such patent and all the rights and privileges thereby granted shall 'cease and determine, and the patent shall be null and void at the end of two years 'from the date thereof, unless the patentee or his legal representatives within that 'period, or an authorized extension thereof commence and, after such commencement, 'continuously carry on in Canada the construction or manufacture of the invention 'patented in such manner that any person desiring to use it may obtain it or cause it 'to be made for him at a reasonable price at some manufactory or establishment for 'making or constructing it in Canada.'

Section 52 provides:—

'The Government of Canada may at any time use any patented invention, pay-'ing to the patentee such sum as the Commissioner reports to be a reasonable compen-'sation for the use thereof.'

The question arises, what is a reasonable price?

If the patentee demands an exorbitant sum, and the would-be purchaser offers what the Court considers a reasonable price, and the patentee refuses to sell at such price, then the patent becomes void.

Unquestionably a liberal sum should be allowed.

The patentee by his agreement with the manufacturer has fixed the royalty payable for the value of the invention.

At the outside this sum would be $400 for each diaphone.

The greater number of diaphones purchased by the government were three inch diaphones, for which the royalty fixed is the sum of $200.

The manufacturer cannot claim an additional sum to be added to the price for the value of the invention.

If, therefore, to the cost be added the royalty at, say, $400, the amount would be $620.

What would be a resonable sum to add for manufacturer's profit?

If even one hundred per cent were added the total would be, cost $220, royalty $400, profit $220, total $840.

The plant for operating the diaphone is open to anyone to manufacture.

Mr. Nearns, the secretary-treasurer of the company, in his evidence in June last stated that the company had no profit on the plant. He stated that the diaphone cost $400, but that they supplied the plant as well at less than cost.

Mr. Northey in his evidence of June last states:—

(Page 413, volume 2.)

'Mr. WATSON.—Q. . . The diaphone you sold for $4,600 cost how much?—'A. $600 about.

'Q. Mr. Nearns said about $400 or $500?—A. Well, then it would cost $600 'with the royalties, over $600 with the royalties.'

'Q. So that upon the diaphone itself, the three inch, you would have a profit of '$4,000?—A. About that.'

Again at page 417, volume 2, in answer to the following questions I put to Mr. Northey, he states:—

'Q. We want to get the facts now, and the sooner we get them the better. The 'point is simply this, that Mr. Watson is asking: You made a profit from the gov-'ernment on this diaphone of $4,000 or thereabouts which costs $600; you went out-'side to the manufacturers and bought the plant that had to go with that, and you 'sold that plant to the government at a price which recouped you what you paid for 'that plant. Apparently at present your profit was about $4,000 on a $600 machine. 'That is what Mr. Watson is driving at.—A. Quite so.'

'Mr. WATSON.—That is the position?—A. That is right.'

'Hon. Mr. CASSELS.—That is really what it comes to.'

'Mr. WATSON.—So on the plant part you are practically even according to the 'statement you made now to his lordship, and your profits are on the diaphone?—A. 'That is quite right.'

'Q. The diaphone is what you have the patent upon?—A. Yes. We have no 'patent on the plant.'

A perusal of the evidence of Mr. Nearns and of Mr. Northey will show the immense profits made by the company without any capital.

At the last sittings these gentlemen tried to vary their previous evidence and reduce the profits, but not very successfully.

The gain to the department from the fact that they pay less for the present plant and diaphone than for the former plant and siren may be an element to be considered in ascertaining what is a reasonable price, but the patentee takes his grant subject to the provisions of the statute, and must sell at a reasonable price, and the patentee is not at liberty to add to this reasonable price the supposed additional benefit to the purchaser.

I do not pursue the subject further as I do not wish to prejudice the patentee in any litigation, and for the further reason that I absolve Colonel Anderson and Mr. B. H. Fraser, from any charge of lack of conscience in so far as any personal benefit was derived by either of them from the officials connected with the sale of the diaphone to the department.

I must add, however, that both in regard to Colonel Anderson and Mr. B. H. Fraser, had they been dealing on their own behalf they would have taken the trouble to inquire as to what their rights under the provisions of the Patent Laws were.

They were aware that the price charged was excessive. They understood the cost was about $400. They, however, were ignorant of the provisions of the Patent Act, and seemed to assume that the diaphone being a patented article the patentee could charge what he choose.

QUEBEC AGENCY.

I propose to deal first with the outside agencies and conclude with the Ottawa officials.

A considerable amount of evidence has been adduced in Quebec, St. John and Halifax requiring explanation from officials in Ottawa.

In my opinion a better idea of the manner in which the Department of Marine and Fisheries has been administered can be arrived at by dealing first with these outside agencies.

Since the closing of the evidence I have perused very carefully all the testimony adduced before me, and I am afraid I must analyze the evidence at considerable length.

MR. GREGORY.

Mr. Gregory was appointed in 1870 agent at Quebec.

At the time of his suspension on the 1st of April, 1908, and for years previously he was in receipt of a salary of $2,200 per annum.

During the fiscal years 1904-5, the expenditure at his agency amounted to $935,-430; 1905-6, $962,577; 1906-7, $874,540.

Sometimes Mr. Gregory has advanced moneys of his own in order to pay wages, &c.

He apparently has a grievance against the government in respect of a claim made by him to be recouped interest on moneys advanced by him to meet payments to contractors and others.

He was represented before me by able counsel, Senator Choquette, and the utmost latitude was given to him in presenting his case.

In explanation of his course of dealing he naively suggested as follows :—

(Page 3253, volume 8):

'Senator Choquette.—Q. When you advanced money to all the parties mentioned 'you charged 5 per cent?—A. Yes, and the government got more than half of it to pay '—that is one of the reasons why I advanced money, and they speculated on me and 'I speculated on the others.'

I quote verbatim the question and answer.

The contention put forward on his behalf was that he was acting as a banker in a private capacity, advancing to those dealing with the department moneys certified to be due to them, and his claim is that there is nothing improper in this course of dealing.

If the facts justified his contention I would be of the opinion that such a course of dealing by an agent having the control of the letting of contracts, purchase of sup-

plies, &c., was highly improper; and I am pleased to state that his counsel has placed himself on record as entertaining the same view.

Denuded of verbiage, the fact is he has been exacting a toll of 5 per cent on the amounts due by the department to contractors and others who had the privilege of dealing with the department.

In a few instances I have no doubt he was kindly inclined and willing to help others, but as a rule his commission was as I have stated.

It may almost be assumed that those paying this commission did not pay it out of their pocket, but so arranged that the prices paid to them amply recouped them for such outlay, and the toll was paid by the country.

In most cases where advances were made the accounts had been certified. It was merely a question of time, running from 30 to 60 days, before the accounts were paid, sometimes a shorter period elapsed, and in some cases where the Department was short of funds a much longer period.

In some instances the contractor or person supplying the goods obtained the endorsement of the agent, but the discount on the notes given was paid by the outsider, and the 5 per cent received by the agent.

I set out in considerable detail some of the evidence, in order that the facts may be appreciated.

James Murphy, rather a prominent merchant, supplied lumber and contractors' supplies, bricks and cement. He is of good financial standing and did not require financial backing.

His dealings with the department amounted to $43,429 during the three years. Let me quote portions of his evidence:—

Page 2215, volume 7.)

'Mr. Watson.—Q. From whom did you receive the orders?—A. From Mr. 'Gregory, the agent in Quebec.'

'Personally from him?—A. Yes, sir.'

'Do you sell by retail?—A. Yes, sir, sometimes.'

'For the most part?—A. No, sir. For the most part, wholesale.'

(Page 2216, volume 7.)

'No personal knowledge of any competition. You would receive a telephone 'message, saying, for instance, that a certain quantity of goods were required for 'delivery at a particular time?—A. Yes, sir.'

(Page 2217, volume 7.)

'Q. The department is one of the best and most desirable customers, is it not?—'A. Yes, sir.'

'Q. So that in trade the patronage of the department is coveted, it is desirable? '—A. Naturally; no chance of bad debt.'

'Q. No possible chance of bad debt, quite so. Something of a favour, perhaps, 'to get orders from the department, it belongs to the privileged few?—A. A good deal 'in that, is there not?—A. Quite a lot.'

(Page 2218, volume 7.)

'Q. Well then, that being so the first thing that attracts my attention in this 'statement, Mr. Murphy, is 'by draft——' did you draw upon the department at 'Ottawa, for the amount?—A. No, sir; I drew upon Mr. Gregory.'

'Q. What?—A. I drew upon Mr. Gregory.'

'Q. You drew upon Mr. Gregory?—A. Yes, sir.'

'Q. But, Mr. Murphy, you did not sell the goods to Mr. Gregory?—A. No, sir; 'but I made a draft upon him, and his draft was quite easily discounted at any bank.'

'Q. You made a draft upon Mr. Gregory?—A. Yes, sir.'

'Q. Well, well, that surprises me. Are you sure there is not any mistake about 'that?—A. No, sir.'

'Q. Has that been the system pursued by you?—A. Yes, sir, that is the system 'that has been pursued.'

'Q. For how long?—A. Well, I think the last four or five years.'

'Q. Did it prevail before that time?—A. No sir, not with me.

'Q. Not until then?—A. No, sir.

'Q. Who first suggested that—Mr. Gregory?—A. Yes, sir.

'Q. Mr. Gregory suggested that you should draw upon him?—A. Well, he sug- 'gested that I would naturally supply large quantities of material to the depart- 'ment, that I had to pay for this material and I wanted my money.'

(Page 2220, volume 7.)

'Q. I mean to say you have your banking financial credit, like a house of 'your standing usually has?—A. Yes.

'Q. Quite so. You are always able no doubt, you get what accommodation you 'may require in the regular way through your banks?—A. Yes.

'Q. Quite so. I wanted to be just sure of that. Now then, Mr. Murphy, that 'appears to be a very astonishing fact that that draft should have been put in by 'you upon Mr. Gregory and accepted by him. What did you pay Mr. Gregory for 'that?—A. I paid Mr. Gregory 5 per cent.'

He goes on to state that he paid 5 per cent on every draft.

'Q. You paid him 5 per cent on all orders received by you during the last four 'or five years? Is that so?—A. Practically.'

His evidence proceeds showing the actual sums paid year by year.

(Page 2226, volume 7.)

'Q. At that time you knew that Mr. Gregory had to do with the giving of the 'orders?—A. Yes, sir.

'Q. Yes, that is right, that that depended on his discretion?—A. Yes, sir.

'Q. The giving of the orders depended on his discretion?—A. Yes, sir.

'Q. And you knew that his discretion would be much more likely to be exercised 'in your favour if you gave him a commission, is that not so, plain and straight?—A. 'Yes, sir.

(Page 2240, volume 7.)

'Q. Now you sold to the department at retail prices?—A. Yes.

'Q. Always at retail prices?—A. Usually.

'Q. But you are a wholesaler?—A. I always try to get the most I can.

'Q. Then the department would know and Mr. Gregory would know that you are 'a wholesale man?—A. Yes.

(Page 2241, volume 7.)

'Q. And I take it from what you said that you found the department a very easy buyer?—A. Yes.

'Q. Now, then, Mr. Murphy, just try and think, will you say it was less than 25 'per cent that you got in excess of your retail prices from the department?—A. In 'excess of my retail prices?

'Q. In excess of your closest retail prices?—A. Well, in some cases, but not in all.

'Q. In some cases you get as much as 25 per cent?—A. But not in all cases.

(Page 2242, volume 7.)

'Q. Is it not a clear settled fact Mr. Murphy, that taking the whole average— 'just listen to what I say now—that taking the whole average you got not less than '15 per cent over your close retail prices on the whole averaage?—A. No sir. On the 'whole average I would say 10 per cent not exceeding.'

(Page 2243, volume 7.)

'Q. You allowed him (Gregory) 5 per cent and that is the reason you allowed him 5 'per cent?—A. What reason Mr. Watson?

'Q. Because you got an extra price, that had to do with that?—A. Naturally as 'a business man, I added on the 5 per cent to the cost of the goods.'

'Q. And you say naturally the 5 per cent you paid to Mr. Gregory was added on to 'the price?—A. I considered it should be added to the price.'

A letter had been signed by Mr. Murphy. The form of letter was drawn by Mr. Gregory, and signed by others.

Mr. Murphy's view of the meaning of this letter is expressed at page 2245:—

'Mr. Watson.—Q. Ever any kind of letter written that might be said to be an 'explanation or cover of it?—A. As I said before, sir, I did write a letter, perhaps 'two, in Mr. Gregory's office at his dictation, but I have not a copy of them.

'Hon. Mr. Cassels—When was that written?

'Mr. Watson.—Yes, when was that?—A. Four or five years ago. No doubt Mr. 'Gregory has copies of them.—Q. Yes. Four or five years ago, and that was at his 'dictation. How did that come about?—A. At his dictation he simply said, 'You sit 'down and write such a letter.' I sat down and gave him that letter.—Q. Write such 'a letter. That was to be taken as the reason for the 5 per cent commission, was it? '—A. Yes, it was.—Q. Of course, that was just a cover, was it, plain and straight? '—A. Well, perhaps it was.'

Then at the foot of page 2263, volume 7:

'Q. I do not desire any repetition of that this morning, but I want to ask you 'whether you were personally aware that Mr. Gregory, as the chief agent here, certified 'in all instances upon the invoices in this way: I certify that the above was duly 'authorized—that is the order—and that the prices charged are fair and just?—A. 'Yes.'

(Page 2264, volume 7):—

'Q. But you appreciated then throughout that he would no doubt be called upon 'to certify that the prices were just and reasonable?—A. Yes, I concluded he would.'

(Page 2336, volume 7):—

'Q. So that any reasonable credit that you required or any reasonable amount of 'cash was not difficult of arrangement with your bankers in the ordinary course of 'your business?—A. Not very.—Q. No, not very. So that, Mr. Murphy, if you 'desired to have an additional sum of $500 or $1,000 you were not like some of us at 'a loss in getting money from your bankers, you could take your note to your bank 'and make your financial arrangements?—A. Usually so.—Q. It was not a matter 'therefore of necessity for you to go on the streets to get money from brokers at 'exorbitant rates of interest?—A. No.'

(Page 2337, volume 7):—

'Q. So, as you said yesterday, there were other business reasons than your neces- 'sity for money, straight and clear?—A. Am I obliged to answer that?

'Hon. Mr. Cassels.—Certainly.

'A. Yes.

'Mr. Watson.—And the other business reasons were the procuring of these orders 'from the department?—A. Yes.'

In answer to me (page 2351, volume 7) he puts it:—

'Q. But you expected other orders to come which, if you got, would give you funds 'to wipe out the indebtedness?—A. Yes.

'Q. That is the position?—A. Yes.

'Q. Two positions: One, orders given for which money was coming, the other, 'favours to come, which you hoped would make things all right?—A. Exactly.

'Q. That was plainly the result?—A. Exactly, my lord.'

'Mr. WATSON.—Then you said to me yesterday and to-day that those transactions 'were not matters of business necessity with you. You have also said that it was 'not a matter of payment of interest to Mr. Gregory. Now, then, just keeping to 'these premises, to these facts, it was a matter of payment of the 5 per cent as a 'commission or whatever you may call it, for some ulterior purpose, was it not?—A. 'Yes.'

(Page 2352, volume 7):—

'Q. Hon. Mr. CASSELS.—A bonus for favours or orders?—A. Yes, my lord.'

'Q. If your evidence is true, the effect is simply this, you were paying Mr. 'Gregory simply a bonus of 5 per cent in order that you might get orders from him 'for goods for the government?—A. Exactly.'

I think these few quotations sufficiently explain themselves.

William R. Blakiston, a sail maker in Quebec, is asked:—

(Page 2279, volume 7.)

'Mr. WATSON.—Q. And coming directly to the point, apart from others, how 'much commission did you pay?—A. To Mr. ————, I paid 5 per cent.'

'Q. 5 per cent. And to whom did you pay the 5 per cent commission?—A. In 'the time of Mr. Gregory, in his time I paid him the 5 per cent.'

Then referring to the system. (Page 2291, volume 7):—

'Q. Did you learn that from Mr. Gregory?—A. Well, he told me when I started 'for myself. He said, 'You know I am not very rich,' and if I would need any money 'he would advance me the money.'

'Q. Mr. Gregory told you that?—A. Yes.'

'Q. If you needed any money?—A. He told me it would suit my business, don't 'you see.'

'Q. He told you what?—A. He told me the government was a long time some-'times before they sent cheques, 3 or 4 months at a time.'

Later on he states. (Page 2297, volume 7):—

'Q. He (referring to Mr. Gregory)) got 5 per cent on every invoice, I under-'stand?—A. Well, no not on every invoice I could not say. Five per cent on the 'total amount of what I got through the year.'

'Q. Well, that was represented by the amount of sales.—A. Yes, by the amount 'of sales.'

And he states that on the goods sold by him to the department he got about 30 per cent profit.

James Holliday, another prominent merchant in Quebec, states that he got accommodation from Mr. Gregory in the shape of drafts. (Page 3387. Volume 8):—

'Mr. WATSON.—Q. What did you do with the drafts?—A. I think they went 'through the bank.'

'Q. That is, you discounted the drafts?—A. Yes.'

'Q. And you paid the bank, I assume, discount interest?—A. Yes.'

(Page 3438, volume 8.)

'Hon. Mr. CASSELS.—Yes. It is said that commission was paid upon this $24,-831.'

'Senator CHOQUETTE.—Yes, I am willing to admit 5 per cent on the face of those 'drafts.'

Allison Davie, a prominent merchant of Quebec is asked (Page 2621, volume 7.):

'Mr. WATSON.—Q. How much have you paid Mr. Gregory during that eleven 'years, about how much on the average?—A. $500 a year.'

'Q. $500 a year to Mr. Gregory? Is that in connection with the business of the 'department?—A. Well, he would——'

'Q. Just answer. Can you say whether or not it is in connection with the busi-'ness of the department ?—A. Yes, sir.'

Mr. Davie made his cheques payable to bearer, had them cashed and the money handed over. He is asked why he adopted this course, and the following question is put to him (Page 2625, volume 7):—

'Q. Why did you not give a cheque right out payable to J. U. Gregory ?—A. 'Because I tried to shield him.'

I refrain from any further quotations of evidence as the evidence is all before you. I merely set out these few quotations in support of what I have previously written in regard to the course of dealing pursued by Mr. Gregory.

I would like to state in reference to Mr. Gregory, that while my duty requires me to place before you, Sir, the facts as proved, nevertheless the fact should not be overlooked that Mr. Gregory has devoted the greater part of his life to the service of the Marine Department. He is now a man on the verge of the grave. I have no doubt his services have been of value. He has often been placed in a difficult position in regard to funds.

Later on when dealing with the Ottawa officials I will have to refer to certain correspondence passing between him and the deputy minister.

It is neither my duty to condone or punish, but while each one must arrive at his own conclusion on the facts as proved, nevertheless some consideration ought to be extended to Mr. Gregory on account of the services performed by him.

I proceed to deal with individual cases of officials charged in the Quebec evidence with having received bribes.

The conduct of some of these officials who have been guilty deserves nothing but condemnation.

They were placed in positions of trust. They were entrusted with duties requiring them to protect the interests of the department as against the contractors and others from whom they received gratuities.

They seem to have been ignorant of the injunction in the Mosaic law against receiving gifts, 'for gifts blind the eyes of the wise and change the words of the just.'

Before however dealing with the cases separately I think it is right to point out that those who bribe are, if anything, more culpable than those receiving the bribes.

Also, in considering the various cases each should be judged separately; some are more guilty than others. In some instances the official was engaged in an occupation and was of a class of life that might lead him to believe he was doing no wrong. It is my duty to set out the facts.

It may be taken for granted that these gratuities were not at the expense of the donors, but at the expense of the country.

James J. Murphy, of Quebec, states that he paid Louis Gagne, foreman of the wharf, whose duty it was to report on the quantity and quality of the goods supplied, the sum of $645 between January, 1904 and July, 1908.

He was usually getting retail prices for the goods sold to the department.

He refers to the fact of giving gratuities to foremen. His explanation for these payments is as follows (Page 2229, Volume 7):—

'Mr. Watson.—Q. Small amounts paid to foreman?—A. In the way of gratuity 'to keep them in good humor.

'Q. I see to keep them in good humour, that is in this branch of course?—A. Yes, 'sir.

'Q. That means, speaking as people may speak sometimes, out of court, a little 'grease off and on?—A. Exactly, sir.

'Q. Oiling the machine, I see. And to whom were these payments made, what are names of the persons?—A. Am I obliged to answer that?

'Q. Yes, if they are in the department, distinctly so?—A. Well, the only one I 'have record of is a man named Gagne and the others——

'Q. You have a record of the payments to him?—A. Yes, sir.

'Q. And how much did you pay to him?—A. From 1904, from January, 1904 to 'July, 1908, $645.

'Q. To Mr. Gagne, $645. And what was his position?—A. He was foreman of 'the store, I think.

'Q. Foreman of what?—A. Foreman of the wharf of the Marine department.

'Q. Here at Quebec, foreman of the wharf. What did he have to do with the 'goods, measure them?—A. Well, I suppose he did in some cases.

'Q. I see. He had to report the quantities and qualities?—A. Yes. Whether 'he reported on quality or not I don't know, if any material was delivered that was not 'up to quality.

'Q. It would rest with him?—A. I should think so.

'Q. It would rest with him to condemn it if it was not up to quality. I suppose 'that was the reason for paying him, the plain straight fact?—A. As I said before, to 'keep him in good humor.

Further on in his evidence he states in reference to the payments to Gagne (Page 2236, Volume 7):—

'Q. Then, Mr. Gagne, $645, how did that come about, did he make any suggestion? '—A. No, sir, not to myself.

'Q. Not to yourself. Then how did this suggestion come to your knowledge, 'through whom?—A. I think he mentioned it to one of my employees, sir.'

The employee was named McNeil. Being asked for the substance of what McNeil stated to him his answer is:—

'The substance of it was that it would be better if there was something coming 'his way.'

Allison Davis states that he paid McConkey $200. McConkey was the superintendent of hulls.

This payment is alleged by Davis to have been made on the 10th September, 1907.

He also alleges that he paid on the 15th October, 1905, to Albert Beauchemin $50.

Davis is asked who certified to his accounts, and he states (page 2,638, volume 7):

'A. Generally whoever was in charge looking after the work.

'Q. Who would that be?—A. Who ever happened to be on the case.'

'Q. Mr. McConkey?—A. Yes sir, I think.

J. B. Cote, a plumber and dealer in tinware, and having dealings with the department, alleges that he made certain payments to employees of the department.

These payments he alleges were not entered in his books.

He states that he paid Captain O'Farrell certain sums at different times, amounting in all to the sum of $100. He puts it at page 2630 that it was given to be on good terms with him.

This witness was examined in French and explained that his reason for giving it was to rest on good terms.

He alleges that he paid Captain Koenig $140. He was doing work on the *Druid*, of which vessel Koenig was the captain.

He alleges that he paid Fontaine the sum of $250. Fontaine was the chief engineer of the *Montcalm*.

The manner of this payment was that certain work was done by Cote at Fontaine's house, the bill amounting to something in the neighborhood of $450. Fontaine paid certain sums on account, leaving a balance due of $245. This sum was allowed off the amount due.

Captain S. Belanger received the sum of $100 from Cote. Captain Belanger was captain of the *Montcalm*. Cote states that he was receiving orders and it would be advisable to compensate him.

Pettitt received the sum of $75.

Cote states that he charged the government a higher price than usual.

F. X. Drolet obtained large sums from the department for work performed in repairing machinery, &c.

His accounts were kept and his disbursements made by a trusted employee named Audibert.

I think it may fairly be assumed that Drolet was cognizant of the payments made by Audibert.

Audibert at the time of the sittings in Quebec was ill and his evidence was taken at his residence in St. Rochs.

Audibert produced his books and a list of payments to officials and others amounting in all to $9,342.

The list is as folows:—

Narc. Dufour	$ 470
Stewart	220
Nolet	70
Oullet	120
Leblanc	146
Captain Belanger	105
Paul Bolduc	1,502
J. Vankoeing	42
Jos. Lemieux	35
G. Belanger	41
Capt. Koeing	740
O'Farrell	272
J. A. Pettitt	697
R. Filteault	195
Tasker	60
Louis Gagne	15
Art. Samson	25
Leitch	25
Jos. Ferguson	30
T. Theriault	464
C. T. Schmidt	1,773
Jos. Fontaine	790
Beauchemin	1,075
Jos. Belanger	115
A. Roy	130
J. L. Richard	25
Captain McGough	25
Eug. Belanger	135

These payments were made not in single amounts, but spread over a considerable period. The details are given in the evidence of Audibert.

I have no reason to doubt the truth of Audibert's statements.

The entries appeared in the book and were evidently made from time to time.

In most cases the facts deposed to by Audibert have been admitted by the persons to whom the alleged payments were made.

His statement is that the men to whom he gave the money, the names of whom he had given, were the men who certified to the accounts or who oversaw the repairs that they made for the Marine and Fisheries Department.

Adolphe Huot, plumber, alleges that he lent Captain Koeing, captain of the *Montcalm,* the sum of $40. He could not recollect the exact time, but thinks it was under three years.

He alleges that he lent Albert Beauchemin $200 about two or two and a half years before his evidence was given.

He further alleges that he lent Koeing, the son of Captain Koeing, who was an employee on board the *Arctic,* the sum of $40.

All the officials so charged were given the fullest opportunity of meeting the charges. Some of them appeared by counsel.

To deal with them in detail:—

Captain McGough, was formerly captain of the *Champlain,* he is now captain of *La Canadienne.* His appointment to *La Canadienne* dates from April, 1908.

Captain McGough, according to Mr. Audibert's evidence, received the sum of $25.

He came before me and admitted the receipt of this money.

He gave his evidence in a very straightforward manner, and not only admitted the receipt of this sum of money, but also of some further sums. He was asked about the receipt of the $25 (page 2660, volume 7):—

'Mr. WATSON.—Q. When did you receive the sum mentioned of $25 ?—A. The 'sum of $25 was sent to my house in December last year, 1907, in my absence, but 'somewheres about Christmas time. It was enclosed in this envelope, two ten dollar 'bills and a five dollar bill.'

'Did you receive that sum?—A. Yes, sir.'

'Q. You received it ?—A. And more.'

(Page 2661, volume 7.)

'Q. And what did you mean by saying 'and more' ?—A. A year before that, 'just about the same date, $50 was sent in the same way as this.'

'Q. And any more ?—A. A year before that.'

'Q. That is back to 1906?—A. 1905, I think.'

'Q. Yes.—A. A $100 was handed to me by Mr. Drolet.'

'Q. Do you mean a hundred dollars in bills ?—A. One bill of $100.'

'Q. Was handed to you by whom?—A. Mr. Audibert, Mr. Drolet's bookkeeper, 'saying, 'captain, here is a present for you.' I was going away at the time.'

'Q. Any more ?—A. No more.'

'Q. $175 altogether ?—A. Yes.'

He admits that he kept the money. He is asked (page 2662, volume 7):—

'Q. Had you been getting goods from them about that time, or had they been 'doing work ?—A. We had—well, I would not be quite sure, something over $10,000 'worth of work done.'

Q. What had that work been done about or for ?—A. That was all in the mach- 'inery, sir.'

'Q. Machinery for your ship?—A. For the ship, yes, sir.'

'Q. So that payments were made to you when Mr. Drolet got his money, as you 'understand it?—A. That is what I understand, of course.'

If a lenient view is to be taken of any of these cases, I think Captain McGough, considering all the circumstances of the case and the manner in which he gave his testimony, should be entitled to consideration. But this is not my business; I have only to report the facts.

Charles Koenig, for the last four years was master of the steamer *Druid* and Inspector of Lights, in the Quebec district and superintendent of buoys.

It is stated by Audibert that he received sums at various times, the total amounting to $740.

It is also alleged by Davie that Koenig received from him the sum of $140.

In his evidence he is asked (page 3021, volume 8):—

'Mr. WATSON.—Q. Now then, evidence has been given that you were paid, that 'you received from Mr. Drolet or his bookkeeper during the three years, 1904-5, '1905-6, and 1906-7, the sum of $740.—A. No, sir.'

'Q. Did you receive anything?—A. Yes, sir.'

'How much did you receive?—A. Well, then, this, I don't think I can swear to 'it, I don't remember exactly.'

'Q. About how much, Captain?—A. I received $65 to $70 one time and $40 'another time, and another sum I don't know how much.'

'Q. You don't know how much it was?—A. No, I don't remember.'

He was asked in regard to Drolet (page 3023, volume 8):—

'Q. Had they been doing some work for you shortly before that?—A. No, not 'that I remember, but they are doing quite a lot of work most all the time.

'Q. And you had to certify to the accounts?—A. After it was certified by 'engineers. Never before, because I am not an engineer.'

'Q. The engineer certified to it first and then you certified it?—A. Yes.'

Referring to one of the payments of from $40 to $45 the question put to him is (page 3024, volume 8):—

'Q. You just took it as a present?—A. I took it as a present for services rendered 'to Drolet.'

He cannot swear positively to the amount received from Drolet through Audibert.

It was alleged by Cote that he had paid Captain Koenig the sum of $140.

Koenig states in his evidence (page 3026, volume 8):—

'Q. Then from whom else did you receive money?—A. I received money from Mr. 'Coté.'

'Q. How much?—A. $140.

'$140 from him?—A. Yes sir.'

And he proceeds to detail the manner in which these payments were made. His allegation is that the first $40 was money lent to him to help him on his way to England.

The second payment was $100, and he asked:

(Page 3027, volume 8):—

'Q. What took place then?—A. What do you mean by took place?

'Q. What was said?—A. He gave it to me and told me it was as a present.

'Q. Told you it was as a present?—A. Yes sir.

'Q. Why would he give you a present?—A. Well, that I suppose because I was 'an officer of the department.'

His plea is that there was a custom to give presents to shipmasters and engineers. He puts it in this way.

(Page 3030, volume 8:—

'Q. Did anybody else make you presents?—A. No.

'Q. Is there a custom of that kind?—A. Yes, it is a custom, it has always been 'a custom.

'Q. A custom to give and to receive presents?—A. Yes sir, to shipmasters 'and engineers.'

In reference to the $40, part of the $140 which he states was given as a loan, his explanation is as follows (page 3031, volume 8):—

'Hon. Mr. CASSELS.—One moment, Captain, was that $40 Mr. Coté gave you paid 'back to him?—A. To whom?

'Q. To Mr. Coté?—A. No, sir. When I saw he was so generous to give me '$100 I didn't offer to pay him back the $40.'

'Q. Now then, dealing with Mr. Drolet. As I understand it, you claim to have 'done certain work, helping him?—A. Yes sir.

'Q. What class of work was it?—A. He has asked me several times.

'Q. Did you use government machinery or apparatus to do that work?—A. Yes, 'I did.'

At the time he was in the government employ, he was master of the ship, also lighthouse inspector and inspector of lights in the Quebec district and looking after all the buoys.

He also admits that the work performed by Drolet for the department was certified by him as being correct.

The question is (page 3034, volume 6):—

'Q. So the work Drolet was performing for the department was certified by you 'as being correct?—A. After.

'Q. As being correct?—A. Yes.'

His evidence is summarized by a couple of questions (page 3035, volume 8):—

'Q. I suppose if you had known as much as you know now, you would have 'handed it (that is, the money) over to the government?—A. If I knew it was a 'crime as now, I would have handed it over to the government.

'Q. I did not say it was a crime. If you had had your moral sense awakened 'you would have handed it over to the government. That is what it comes to?—A. 'Yes.'

There is no excuse for the acceptance of these moneys. They were given beyond question for the purpose of influencing him in the performance of his duties. He seems to have taken them without much thought.

I can only report that the receipt of these moneys under the circumstances of the case was absolutely unjustifiable.

Joseph H. Fontaine desired to be heard.

He is accused of having received from Cote the sum of $250 and from Drolet, through Audibert, the sum of $790.

In his evidence he states as follows (page 3700, volume 8):—

'MR. WATSON.—Q. You have some statement, I think, which you would like to 'make?—A. Well, according to the accusations brought against me in this court, I 'say they are right.'

'Hon. Mr. CASSELS.—Q. You say they are what?—A. I say they are right. I 'received the money. But I must say that I have been travelling all round, you 'know, and I can bear proof that while chief engineer for a company in Glasgow,

'Burrel & Son, I run a boat for them between Austria and the States, and during 'all the time I was chief there I received commissions in the different ports of call, 'so I don't see I was doing any worse here, that is, I saw no harm. It was offered 'to me and I took it the same as I took it anywhere else. I didn't know there was any 'wrong in it.'

'Q. Well, do you think that is right, Mr. Fontaine? As I understand, you were 'representing the government to see that the government work was properly done?— 'A. Yes, sir.'

He has the idea that he should have been notified when appointed that he was not to receive commissions.

He was asked this question (page 3703. Volume 8):—

'Mr. Watson.—Q. Now, you have spoken of the knowledge of other superior 'officers in other countries. Have you any reason to think or to know that the chief 'agent of the department or any other superior officer here had any knowledge that 'you were taking these sums?—A. No, sir, I can't say that, I don't know.'

'Q. Any knowledge whatever that they were aware of it?—A. None whatever.'

'Q. You never told anybody?—A. I never told anybody. Of course, that is the 'general course of things.'

'Q. To keep it quiet?—A. Yes, sir.'

This witness was frank about the receipt of the moneys, but I think he must have had a pretty good idea that he did what was wrong when accepting these sums.

Eli Nolet. It is stated by Audibert that Nolet received the sum of $70.

He came forward for examination and admitted that he received the sum of $70 in different amounts from Audibert.

He was engineer on board the Red Island lightship. At the time he was paid by the captain of the lightship, Captain Erwin.

The contract with regard to these lighthouse keepers would appear to be that the captain was paid a certain sum and the crew were paid by the captain.

The lightship had to be repaired at the end of the season at the expense of the government. It was Drolet who made the repairs.

Nolet states that the officers of the Department of Marine consulted him to know what repairs should be made.

He certified to the amount for the repairs from time to time, and as he certified the account to be correct he received from Audibert a portion of the sums which in the total make up the $70.

There is but little doubt in my mind that these sums were paid for the purpose of influencing his judgment.

Louis Phineas Gagne. He was foreman of the yards at Quebec.

J. J. Murphy alleges that he paid him the sum of $645.

Audibert alleges that he paid him the sum of $15.

He admits the receipt of the $15 from Audibert.

He alleges that this sum of money was paid to him in payment for work which he had done for Drolet. His allegation to his counsel is that this work was overtime work after the hours when he was at work for the department.

He was asked whether he had ever asked for money from Mr. James Murphy, to which he replied 'Never.'

He was asked, when Murphy gave him the money was it to himself? His answer was, that when he gave it the first time he gave him a cheque. He (Gagne) asked 'for

what have you given me that cheque?' Murphy's answer was 'Listen to me. It is not (pour vous engager avec le gouvernement, avec M. Gregory ou d'autres, c'est un cadeau que je vous fais). I took the money, I put it in my pocket.'

On cross-examination he repeats this answer to Mr. Perron.

He was there to receive the wood and the cement on the part of the government that Murphy sold to the Marine Department, or the greater part of it. He had to report to the agent if the wood was correct, and the same way with regard to the cement.

At page 3200, volume 8, he is asked, how he explains payment of $50 which was given to him, when he received it what was it for. His answer was, 'Probably, as he said, to put me in a good humour, but it had not that effect.' He denies it had any effect on his conduct.

This money unquestionably was paid for the purpose of smoothing matters over, and should not have been received by Gagne.

Narcisse Dufour. Audibert alleges that Dufour received from him the sum of $470 for the purposes and in the manner detailed by Audibert.

He was represented by counsel. He appeared and was asked a question, whether he had received $470. His answer was he was not able to say the exact amount, but upon his conscience he had received money.

In the examination of this witness and also in one or two other places in the evidence, it is stated by counsel that the moneys had been returned to Audibert. I find no such statements in Audibert's evidence.

Dufour was foreman of the forge and of the construction of boilers.

Asked what his idea was of the reason that Drolet, through Audibert gave him the money, his answer was he was unable to say, but being pressed his statement was, it was a present he supposed.

He was asked the following question, which I give in French as put to him:—

'Q. Vous n'avez pas de doute qu'il vous donnait cet argent la pour vous rendre 'plus souple; il vous payait pour vous assouplir; vous n'avez pas de doute la-dessus 'n'est-ce pas?—A. Je n'ai pas de doute, si c'était pour me faire assouplir, j'ai pas 'assoupli.'

This witness received and kept the money.

Paul Bolduc. Audibert alleges that (representing Drolet) he paid him sums at various times, the total amounting to $1,502.

Bolduc is the chief engineer on board the steamship *Druid.* He was represented by his counsel, Mr. Lemieux. He states that he took charge of the *Druid* on the 27th of April, 1904, that Audibert during the month of June came on board the *Druid,* that he stated to Bolduc it was the custom of the house of Drolet to give to the engineers known to the house a certain sum of money, and he gave Bolduc $80 as a present.

This sum was alleged by Audibert to be given for services which might be rendered to the house of Drolet in recommending work to be performed by their establishment.

The other sums were given in the same way.

The notion apparently is that it was in the power of the engineers to recommend the house of Drolet to the owners of vessels or to the persons in charge of vessels, other than those owned by the Marine Department requiring repairs.

He does not deny the receipt of the moneys.

It seems that Boldue would be in the habit of informing the inspector of steamships that the engines of the *Druid* required repairs. He was also the person to certify to the work of Drolet.

These large sums no doubt were paid, as stated by Audibert, for the purpose of smoothing matters over, and were received by the official in question improperly in my judgment.

Germain Belanger. He calls himself engineer of gas in the Department of Marine. He is alleged to have received from Audibert on behalf of Drolet, the sum of $41.

He admits the fact of having received the money, although he is not able to state the exact date.

He retained the money.

He went to Drolet's place to examine the work and see how it was going on.

The amount is not large, but was improperly received.

George D. O'Farrell. Is alleged to have received from Audibert or Drolet the sum of $272. Cote also states that he gave Captain O'Farrell $100.

O'Farrell is Inspector of Lighthouses.

He contradicts Audibert and denies emphatically the receipt of any moneys from Audibert as alleged by him.

He gave evidence of a misunderstanding between himself and Audibert w th the object evidently of showing that Audibert had a grudge against him.

Had the matter rested merely as between Audibert and O'Farrell, I would have found the case as against O'Farrell not proved.

As it is, however, he is charged by Cote with having received the sum of $100. Cote's statements have been dealt with in a previous part of the report.

O'Farrell certified to the majority of the accounts of Cote.

He swears positively that he paid O'Farrell $100 at different times. He states that these payments were made in order that he might be on good terms with O'Farrell, and so forth.

The question is put to Cote in the following way:—

'Une petit peu de graisse pour faire marcher la machine.'

His answer is:—

'Oui, monsieur, ca ne fait pas de dommage.'

Captain O'Farrell in his evidence, while denying the receipt from Audibert, does not deny the receipt of these moneys from Cote.

I put the question to him as follows (page 3354, volume 8):—

'Captain O'Farrell, did you get any money from Mr. Cote?—A. I can't admit 'that, your lordship.

'Q. I do not want you to admit anything. I am asking you the question ?—A. 'I cannot admit that.

'Q. Can you deny it?—A. I won't deny it.'

It is plain that Captain O'Farrell received this money from Cote.

The purpose for which it was given and the manner in which it was received clearly indicate that it must have been known to Captain O'Farrell that it was for the purpose of influencing him in the passing of the accounts.

Audibert's evidence is given from entries in the books. In no other case has the truth of his evidence been challenged; on the contrary in all the cases mentioned

and in one or two others that I have to mention later on, the correctness of his statement as to payments made is admitted.

I am bound, I think, to accept Audibert's evidence as against the contradiction of O'Farrell, more particularly having regard, as I stated before, to the fact that O'Farrell admits having received moneys, which he should not have received, from Cote.

Albert Beauchemin. It is stated by Audibert that Beauchemin received the sum of $1,075 in various payments.

Davie in Quebec alleges that he paid him the sum of $200.

Beauchemin gave evidence on his own behalf. He lives at Sorel.

Audibert had stated that in August of 1907 when Beauchemin was at Murray Bay with his wife he had written to Audibert asking him to lend him $50, and he stated that this had been remitted to him. What he states is that this sum of $50 was returned by him to Audibert.

He admits receiving moneys from Audibert. He is not sure of the amount, but apparently states that the total amount was the sum of $400.

His explanation in regard to this matter is a peculiar one. His statement is that Mr. Roy, who worked for the department, asked him to examine a steam winch which was on the wharf of Murphy in Quebec near the wharf of the Allans. According to his statement it seems to have been taken for granted that this steam winch was the property of the government, and that it was taken to Drolet. Drolet was to examine the winch to see what repairs were necessary. He states that he supposed Drolet thought it was for the government. The value of the steam winch, according to this witness, to Drolet would be $1,200, but to anybody not wanting a steam winch it would be worth nothing.

It appears that when the account was sent in to the government, the government declined to pay.

Beauchemin, according to his statement, went to Drolet and wanted to know what he had done with his winch. Drolet said, 'go and see Audibert. Come back on Saturday and it will be arranged.' He returned and saw Audibert on Saturday, and Audibert gave him the sum of $400.

The steam winch did not belong to Beauchemin.

According to the evidence produced before me, if in point of fact he was selling this steam winch to Drolet for the sum of $400 he was selling the property of somebody else and placing in his own pocket the sum of $400.

He admits receiving other sums of money from Audibert. The alleged reason is that he had recommended parties to the shops of Drolet for repairs.

I think Audibert's statement is correct.

Beauchemin was there for the purpose of passing upon the work done by Drolet for the department. He had considerable to do in sending work to be done upon the steamships of the government.

He is asked whether he could tell how much during the year 1905 he had received from Audibert. His answer was that he could not recollect. He thinks, although he is not able to recollect, he received nothing in 1905. On being asked the question, 'Are you certain that you received nothing from Mr. Audibert in 1905?' His answer is, 'I am unable to swear, but I do not recollect.' And he is unable to state.

He thinks that the first sum of money he received from Audibert was in 1905. Being asked if he could recollect the amount, he states he thinks it was $175, but he is not able to pledge his oath to it. He is also unable to state which was the first amount he received.

It seems that Drolet was repairing certain lightships. There was about $2,500 worth of work in the repairs for the house of Drolet in connection with these lightships.

Beauchemin was charged to oversee these repairs. During this time he received certain of the moneys.

He also was there to certify to the accounts. His statement is that on one occasion from $175 to $200 was given to him, with the following statement, 'Tu es bon. Tu amènes de la pratique. Tu es bon pour la boutique. Tu envoyes des clients en dehors du département de la Marine.'

He took the moneys and put them in his pocket.

He admits receiving sums amounting to $800. Part of this money he seeks to account for by the receipt from Drolet of the $400, the price of the steam winch which did not belong to him.

I think the charge made against Beauchemin is proven.

G. Thompson-Schmidt. He is charged with having received from Audibert, acting for Drolet, the sum of $1,773 in different amounts.

This gentleman appeared in Quebec, St. John and Halifax.

His jurisdiction is apparently a large one, and his perquisites correspondingly large.

His statement is that he is the inspector of everything that belongs to the Marine and Fisheries Department. Shortly after his appointment McConkey was appointed to assist in the inspection of hulls, and, as Schmidt states, though never officially notified, he dropped out of that particular work, namely, the inspection of hulls.

His home is in Rockingham, Halifax County, Nova Scotia.

He is asked in regard to the receipt of these moneys from Drolet, namely, the sum of $1,773.

In his evidence in Quebec he admitted receiving moneys, but stated that as he came to Quebec unexpectedly he could not be certain about the amount.

The question put to him was (page 2731, volume 7):—

'Mr. Watson.—Q. Perhaps it would not amount to more than $500 a year?—A. 'Oh no, it would not amount, I do not think, to any more than $1,000 that I have 'received from Mr. Drolet's clerk as a bonus.'

I point out later on that when in Halifax he admits the correctness of Audibert's statement.

He states that he had to certify to the correctness of the accounts of Drolet or a majority of them.

He is asked (page 2732, volume 7):—

'Q. I asked you whether you had certified to these accounts of Mr. Drolet?—A. 'Yes, sir.'

'Q. Certified to the department that they were correct?—A. That they were 'correct, yes, sir.'

His explanation of the acceptance of this money is given in this shape (page 2732, volume 7):—

'Q. What were you paid for?—A. Well, it is a practice of that firm (referring 'to Drolet) to give a bonus to all superintending engineers, no matter whether they 'are Chinese, Hindus, Canadians, Englishmen, or who they may be, whenever you 'come there with work there is a certain amount of their profits used for that purpose. 'I presume it is like a microbe in the air, it is somewhere in the account, but you 'cannot find it yourself.'

He is asked again (page 2733, volume 7)—

'Q. Then did you perform services for Mr. Drolet for which these payments were 'made?—A. No sir.'

He is asked (page 2737, volume 7):—

'Q. Did you report it to the minister or deputy minister, or Mr. Gregory or any- 'one else (the receipt of this money)?—A. No sir.

'Q. You did not?—A. That was a business, or those were transactions which as 'a rule both the giver and the receiver do not let the left hand know what the right 'hand does.'

While dealing with Mr. C. Thompson-Schmidt it may be as well to refer to what took place in St. John and Halifax.

Charles McDonald is the managing director of the St. John Iron Works. This company had very considerable dealings with the government in St. John.

He states that Mr. Schmidt would recommend work to be done at their works. He alleges that he lent him a sum of money.

Apparently on the 12th November, 1907, McDonald received a telegram from Schmidt reading as follows:—

'If possible wire me $100 Windsor Hotel, Montreal. With you Friday and 'refund. Very urgent.'

He answered it by remitting the $100.

Previous to this he had loaned Schmidt the sum of $50, and neither the $100 nor the $50 have ever been repaid. They were placed into running expenses and apparently written off.

Just previous to the taking of the evidence in St. John, Schmidt wrote the following letter to McDonald. It is written from Rockingham Station, Halifax County, and bears date the 17th November, 1908:—

'My Dear McDonald:—

'As you will have seen from the papers, I have come through a very hot fire 'in Quebec, but I trust you know me well enough to believe me when I state that the 'major portion is false.

'I am herewith enclosing a 90 day note for the $150, which I trust will enable 'you to state that there is nothing between us.'

'I am so upset and confused that it is hard to formulate a letter.

'Trusting to hear from you at the above address at an early date,

Yours in deep distress,

'C. T. SCHMIDT.'

McDonald apparently was not willing to adopt the course suggested in the letter. Schmidt appeared at the sittings in Halifax and attempted to give an explanation of this letter and of the receipt of the $150 from McDonald.

He states (page 4783, volume 10):—

'Mr. WATSON.—During the period when you received the money there, you were 'getting work done at his shop and factory, you were superintending work?—A. Well.

'Q. We have had that in evidence.—A. Of course there has been work done, but 'I think it is two years since I saw McDonald, and I am sorry now I did not keep 'a note I had from him a year ago, saying 'Don't hurry and don't worry.'

'Q. At all events you were getting work done more or less previous to that at 'the Iron Works?—A. Yes, sir.

'Q. And it was in that way, through having work done for the department that 'you came into communication with him?—A. Yes, sir.

'Q. And the work that was done by him, or at his works, had to be passed or 'certified by you?—A. In some cases.'

He is asked this (page 4785), volume 10):—

'Q. And you will recollect that the evidence given by the bookkeeper of Mr. 'Drolet was to the effect—that is Mr. Audibert—A. Yes.

'Q. That you had been paid by him or his firm the sum of $1,770. You recollect 'that evidence was given?—A. Somewhere about that.

'Q. My recollection is you said then you thought the amount was not quite as 'much as $1,770?—A. No, sir.'

In his evidence he also states that considerable work was done at Charlottetown by the firm of Bruce, Stewart & Co. He admits borrowing from them $100.

It is needless to say this $100 has not been repaid.

He was also dealing with this firm in Charlottetown in regard to repairs to vessels the work upon which he was supervising.

He also admits receiving from Mr. Ferguson of Pictou, a personal loan of $100.

He is asked this question (page 4789, volume 10):—

'Q. They are all personal matters?—A. They are indeed.

'Q. The same way with Drolet's $1,770?—A. No, sir, a different matter alto-'gether, sir.

'Q. I see. That was directly in connection with business, was it?—A. It was 'given to me, he told me it was paid out of a fund.

'Q. I see, out of a charity fund?—A. I don't know. He told me if I did not get 'it somebody else would get it.

'Q. I suppose if you did not take it he would have to keep the money. Then 'you got $100 from Mr. Ferguson, was it?—A. Yes.

'Q. When did you get the money from him?—A. Oh, it must be about two years 'ago.'

He admits having to certify their accounts.

There is but one explanation of Mr. Schmidt's conduct. He received the bribe, and he knew it to be a bribe. He was there in a position of trust for the purpose of superintending repairs to be performed on government vessels.

The money was paid to him as stated, and accepted by him in the manner stated, and I fail to find any justification whatever for his conduct.

Thomas McConkey came to Ottawa and asked permission to explain a statement made by Mr. Davie in his evidence in Quebec.

Davie alleged that he paid McConkey the sum of $200.

McConkey admits receiving the money. He thinks it was in December of 1907.

He admits that work was being done for the government by Davie and he was supervising for the department the hull work. He was also certifying to the correctness of the work.

He is asked (page 6400, volume 14):—

'Q. How was the money paid to you, in cash?—A. It was enclosed in an 'envelope.'

He is sure that the amount was the sum of $200.

McConkey's statement is that this money was given to him for work done entirely outside of the department on the survey of ships. He states that the services were performed principally in Davie's drawing office in Lévis, and that the work was done at night time.

He states that for consultation and advice in regard to one particular vessel and others he was paid this sum of $200.

He is asked the question (page 6404, volume 14):—

Q. . . . Then I want to know whether, at the time you got the money, you 'made any report of it?—A. Oh, not at all. I had no idea I was doing anything 'wrong.'

The following questions were put by myself (page 6406, volume 14):—

'Q. This work you did for Davie was after hour work?—A. Yes, on one occa-'sion George Davie came and took me to the work in a boat.'

'Q. It was after hours?—A. Yes, and on Sunday.'

'Q. What are the usual hours, have you any regular hours?—A. The usual hours 'for me since I have been in the department is Sundays and every other day till 10 'o'clock.'

Q. What are the hours?—A. The office hours 9 o'clock in the morning till 5 'o'clock in the afternoon.'

'Q. This work was done after hours?—A. Yes.'

I think McConkey desired to tell the truth.

He is only charged with this one offence, and I think, while it is near the border line, the charge against him should be held not proved.

Joseph Ferguson. It is alleged by Audibert that Ferguson received the sum of $30.

Ferguson is the chief engineer of the steamship *Minto.*

He appeared before me in Halifax and desired to give evidence.

He was notified by the Acting Deputy Minister of Marine that his name had been mentioned before the commissioner at Quebec as having received $30 from Drolet.

He admits that he received the money in July of 1907, that he received it from Audibert, and that the amount was $30.

He states (page 4590, volume 10):—

'Mr. WATSON.—Q. How much did he pay you?—A. I will just tell you exactly. 'At that time he left an envelope with $20 on my desk.'

'Q. At the one time?—A. 1907.'

'Q. 1907?—A. Yes, sir.'

'Q. He put it in an envelope at that time, $20; is that right?—A. That is right.'

* * * * * * * *

'Q. You saw him leave it there?—A. Sure.

'Q. At the time he left it there what did he say?—A. He said it was a custom 'of the firm to do that, to give.'

He took the money, put it in his pocket.

He admits that in 1906 towards the end of the year when in Charlottetown he received a post office order from Drolet's firm for $20, 'and that is all the transactions that ever passed between us.'

He is asked (page 4592, volume 10):—

'Q. It was not a matter to be spoken about I suppose?—A. Well, I don't know 'anybody ever said anything to me about refusing gratuities. I know where I come 'from it is a regular custom in the shipping trade.'

'Q. Where you come from?—A. The other side where I sailed for years.'

He admits that he was getting engineering work done, repairs, from time to time; also that he had to sign the accounts.

He states (page 4593, volume 10):—

'Q. At all events, you understood, you knew it was in connection with work you 'were getting done there?—A. Certainly.'

'Q. In connection with that work you were getting done there for the ship that 'you got this money?—A. Certainly.'

He is asked (page 4595, volume 10):—

'Q. Then I suppose you find that is the custom to give those little tips or what-'ever they may be called?—A. I always found it the custom in my see-going career.'

Ferguson in his evidence also admits receiving money from the firm of Bruce, Stewart & Co., Charlottetown.

He is asked (page 4598, volume 10):—

'Q. . . . How much was paid to you there?—A. That is a question I can-'not answer. Am I required to answer?

'Q. Yes, I think you had better answer.'

'Hon. Mr. CASSELS.—Q. Why cannot you answer?—A. I couldn't answer the 'question.'

'Q. Why?—A. Not without data of some kind.'

'Mr. WATSON.—Q. Not without some particulars?—A. Yes, sir.'

'Q. That is, you do not know how much it amounts to?—A. No.'

'Q. It amounts to a considerable sum?—A. I don't think very much.'

'Q. $200?—A. No, sir.'

'Q. Say half that, $100?—A. It might be over the whole time.'

(Page 4599, volume 10.):—

'Q. And it is in connection with work you were getting done by them that you 'got the money?—A. That is the only way I would get it.'

'Q. That is the only way you would get it, I see. Was it all paid to you at one 'time or at different times?—A. Oh, different times.'

'Q. One time, $50?—A. Well, that would be the outside.'

'Q. And then another time $40?—A. Well, I wouldn't be positive.'

'Q. Then another time $25?—A. It might be.'

'Q. And then another time $30 or $35?—A. No, I don't think.'

'Q. You don't think?—A. I don't think so many times.'

This witness also admits receiving money from the Pictou Foundry Company composed of Hanning and Ferguson.

Work was being done to the hull of the vessel.

He is asked (page 4501, volume 10):—

'Q. . . . How much did you get there, do you recollect about how much?—'A. $25.'

The money was given to him by Mr. Hanning.

He is asked. (Page 4602, volume 10):—

'Q. Mr. Hanning gave it to you. What did he say when he gave it to you?—'A. Well, I don't think he said anything. I think he slipped it in my pocket,'

This was about twelve months ago.

It seems to me apparent that these moneys paid to most of the various witnesses were paid and received as bribes.

They must have known that they were paid to them in consequence of their being

in a position of trust and in order to smooth over matters in the way of passing the accounts of the donors.

All the officials who were charged by Audibert or others with the receipt of moneys were notified that they had the opportunity, if they so desired, of appearing and explaining the transactions.

I have dealt with each individual named as having been charged by Davie, Murphy, Drolet or others, who appeared before me.

No others appeared to explain the charges made against them.

I think it is fair to assume that no explanation could be given, and I have to report the allegations of the payment and receipt of moneys stated by Messrs. Murphy, Davie and Drolet and Audibert to be proven as against these individuals who have not appeared.

ST. JOHN AGENCY.

Mr. F. J. Harding is chief agent, his appointment dating from March, 1895, at a salary of $1,800 per annum, erroneously stated at the opening of the proceedings to be $2,000.

The expenditure at this agency was, 1904-5, $275,782; exclusive of expenditure made directly from the department in Ottawa; 1905-6, $255,590; 1906-7, $222,493.

At the hearing during part of the time Mr. Harding was represented by counsel.

Mr. Harding was not called as a witness. He was manifestly in such a state of health as to justify his counsel in declining to ask him to testify.

In considering the case of Mr. Harding, I would like to take as lenient a view as possible.

He is evidently a man respected and with warm personal friends.

He was for years in very straitened financial circumstances. This no doubt to a considerable extent was the cause of the dealings I have to comment upon.

His financial transactions with those having contracts or other dealings with the department were numerous.

At the same time, while the transactions were numerous, in the main they consisted of accommodation afforded by his friends, money advanced to him, his cheque accepted and cashed at such times as Mr. Harding's friends thought fit, sometimes within a day or two, in other cases at longer periods.

At the time of the taking of the evidence he was no doubt indebted to a considerable amount to his contractor friends.

I do not propose to refer in detail to much of the evidence.

In the evidence there is not any specific proof of over-payments such as described in the evidence adduced at Quebec and subsequently at Halifax.

There is evidence of money advanced to one official, C. Thompson-Schmidt. I have dealt with this in the previous part of the report.

Destruction of papers, difficulty of procuring production of books, cheques, &c., faced us in St. John as elsewhere. Cheques payable to bearer to make it difficult to trace the transactions covered by such cheques were also in evidence.

While a lenient judgment may be given, it is impossible in my opinion to condone Mr. Harding's conduct.

No agent can faithfully perform the duties entrusted to him of letting contracts, supervising works and certifying accounts, &c., when he is under financial obligations to those dealing with him, as representing the department, in the manner described in the evidence.

Charles McDonald is the managing director of the St. John Iron Works. This company did considerable work for the department in building buoys, boats, repairing steamers, &c.

Page 3755, volume 9):—

'Q. You know Mr. Harding in a business way?—A. Yes.

'Q. Your relations with him have been very frequently in connection with depart-'mental matters, all these orders come through him?—A. Yes.

'That is to the full extent of your business it comes through Mr. Harding, and 'you have known him in that business way?—A. Yes.

'Q. Not otherwise?—A. Personally?

'Q. Yes?—A. Oh, yes.

'Q. Oh yes, you have known him in that way, but your transactions have been 'business transactions with him. You produce this paper, May 19th, 1908, Pay to 'cash or bearer $375. That is a cheque?—A. That is a cheque.

'(Marked Exhibit 240.)

'Q. Have you held that?—A. Since May 19th.

'Q. That is six months, is it not?—A. Yes.

'Q. Did you ever present it?—A. No.

'Q. Quite sure about that $375? Did you give him the money for this cheque? —A. Yes.

'Q. The company's money?—A. Yes.

(Page 3762, volume 9):—

'Hon. Mr. CASSELS.—Mr. McDonald, that transaction took place on the 19th of 'May?—A. Yes sir.

'Q. It is a cheque payable on the bank for cash?—A. Yes.

'Q. And according to your statement he was to refund it. Now, more than six 'months have gone by and you have never asked for repayment. You are dealing 'with the head official of the Marine Department in St. John. Mr. Watson wants 'to know whether it is not a pretty reasonable inference that what it is done for is 'just to make things pleasant with the department. Is not that the whole story?—A. 'I fancy it might be.'

(Page 3772, volume 9):—

'Mr. WATSON.—Then I suppose we may take it, as I understand, for granted that 'if Mr. Harding had not been the agent of the department here this long continued 'course would not have been pursued by you?—A. Oh, I think possibly so.

'Q Yes, possibly so.'

'Hon. Mr. CASSELS.—Is there any doubt about it, Mr. McDonald?—A. Well, your 'honour, Mr. Harding was a man well known in the community, and I have known 'him very well, and I may have done something for him where I would not have done 'much for others.

'Q. Is not the truth simply this, that you were dealing with the department, get-'ting large contracts, Mr. Harding was in charge, and you thought it would just 'smooth matters over by letting him have the money?—A. Mr. Harding hadn't much 'to do with my getting orders.

Q. He had something to do with it?—A. I didn't take much stock in his pre-'vention or attention to the orders.

'Mr. WATSON.—But listen. Mr. McDonald, your answer to me was the correct 'answer?—A. Yes.

'Q. Quite so. So that we need not pursue it beyond that point.

'Hon. Mr. CASSELS.—No, it is too plain.

'Mr. WATSON.—Yes, perfectly plain. There is no use beating about the bush, Mr. 'McDonald?—A. No.'

A considerable portion of McDonald's evidence is taken up with explanations of further loans and accommodation to Mr. Harding.

John A. Moore. His business is a lumber business and hiring tug boats.

(Page 3801, volume 9):—

A note is produced by Mr. Moore.

'Q. You produce here a note dated St. John, November 4th, 1908, 'four months 'after date I promise to pay to the order of myself at Marine and Fisheries Office 'the sum of $1,800.' That is signed by Mr. Harding?—A. Yes sir.

'(Note marked Exhibit 245.)'

His explanation is (page 3808, volume 9):—

'Q. And that accounts for this note for $1,800 in the same way—business is 'business?—A. That is a straight loan.

'Q. Well, it is a business transaction?—A. Certainly.

'Q. With the agent of the Marine Department?—A. It is a business with him 'personally.

'Q. You knew at the time he was agent of the department?—A. Certainly.

'Q. And is this entered in your books?—A. No, sir.

'Q. Not entered in your books?—A. No, sir.

'Q. What?—A. No, sir.

Q. Not at all?—A. No entry.'

Further on he is asked the following question (page 3810, volume 9):—

'Q. You thought the company was doing an ordinary regular line of business 'when it was lending money to the agent of the department, through whom orders 'were coming from the department to the company; was that your idea?—A. I 'looked on it as a matter of accommodation to the agent.'

Referring to accommodation loans to Mr. Harding (page 3825, volume 9):—

'Q. Then where is the expense account?—A. Is it possible you could not keep 'any record of transactions of this kind?—A. I have kept no record of my transac- 'tions with Mr. Harding.

'Q. Oh, you have kept no record of your transactions with Mr. Harding?—A. 'Because they were short loans.

'Q. Because they were short loans. They run along sometimes for six months?— 'A. Yes, sir.'

(Page 3827, Volume 9.)—

'Q. And you could not estimate the number of transactions in 1906?—A. No, sir, 'I could not.

'Q. And you could not estimate the number in 1906?—A. I could not, no, sir.

'Q. And the same in 1907, and the same in 1908?—A. Well, I think 1908, I 'could, that is getting a little nearer.

'Q. Nearer in 1908?—A. Yes.

'Q. But that is the way it ran between you and him?—A. Yes.

'Q. And nobody, not even a bookkeeper, could trace up the proceedings with 'Mr. Harding?—A. That is right.'

William J. Vroom gives evidence of similar transactions.

John A. McAvity, one of the firm of McAvity Brothers, had dealings with Mr. Harding.

This firm had transactions with the Department of Marine and Fisheries during the three years amounting to about $2,000.

He gives evidence of accommodation loans and so forth. He is asked the question (page 4031, volume 9) in reference to some of these loans:—

'Q. And you knew that was something out of the ordinary course of the com-'pany's business?—A. Yes, sir.

He had signed a cheque for $400 for Mr. Harding's benefit. Mr. Harding's name was not placed in the cheque. He got no receipt from Mr. Harding.

At page 4032, volume 9, he is asked the following questions:—

'Hon. Mr. CASSELS.—Did you get any receipt from him?—A. He replaced it with 'another cheque.

'Mr. WATSON.—Now, then, the fact is, as I understand it, and I think you will 'agree, that the word Cash was in so as to conceal his name. Is that not the plain 'truth?—A. No——

'Q. Is that not the plain truth?—A. We put——

'Hon. Mr. CASSELS.—Witness, you can answer that question. Just answer yes 'or no.

'Mr. WATSON.—Is that not the plain truth?—A. Yes.'

(Page 4033, Volume 9.)

'Q. . . . . Was there any other reason for concealing his name than that?—'You were deliberately concealing his name?—A. Yes.'

Then he is asked these further questions (page 4034, volume 9):—

'Hon. Mr. CASSELS.—Q. You said you purposely left out his name to conceal it—'A. Yes, sir.'

(Page 4035, volume 9):—

'Mr. WATSON.—Q. And because it might injure him as a personal friend?—A. I 'suppose so, yes.

'Q. And in what way injure him, with the department if known; that is right?—'A. I admit it is a wrong thing to do.

'Q. I did not ask you that. This personal friend you did not want to injure, you 'were afraid you might injure him with the department, if that was known, was not 'that it?—A. Right.'

I do not propose to give further citations of the evidence of loans.

The evidence of Mr. George McAvity shows that at the date of the trial Mr. Harding was indebted to him in the sum of $1,300.

A book containing the personal account of Mr. George McAvity, including one or two transactions with Mr. Harding, also cheques and memoranda, were unfortunately destroyed one or two days after the 26th October, 1908. It is unfortunate that reliable evidence should be consigned to the furnace.

Malcom Morris.—Charles McDonald is asked as to whether he gave McConkey moneys. He denied it in the most emphatic manner.

(Page 3741, volume 9):—

'Quite emphatic, I see. And what about Mr. Morris?—A. Mr. Morris?

'Q. Yes, engineer?—A. I have given him a little present sometimes.

'Hon. Mr. CASSELS.—(Referring to the payments to Morris.) Were they frequent 'payments, Mr. McDonald, or just all in one?—A. Two or three times, I think two—'well, I don't know whether I could explain or not how I came to give him anything.'

He goes on to explain as follows (page 3743, volume 9):—

'A. Well, Mr. Morris was engineer of the *Curlew,* and he was stationed fre-'quently at Eastport, on the American border, where there are quite a number of 'steamers that get repaired. There are no machine shops there and they would 'frequently go to Portland, Maine, or some of those other places and he could tell

'them what a good concern we were to repair steamers and on two or three occasions 'they would send steamers here, we would repair them, we would get the job, and I 'would give him—a commission on the job. A commission on the job, but it had 'nothing to do with his own, he being a government engineer."

He states that the transactions with Morris were probably in the neighbourhood of four or five, and that the total sums paid Morris probably amounted to $100.

It appears that a considerable amount of repairs was being done. (Page 3746, volume 9.)

'Q. You cannot say how much. I see there was an item of account for repairs 'on the 10th of February, 1905. You cannot tell how much was paid then. Septem- 'ber 8, 1904. Repairs to *Curlew*, $762.30. Can you say how much was paid to him 'at that time?—A. I cannot say.

'Q. Then, again, July 18th, 1905, repairs to *Curlew*, $1,251. How much was paid 'to him out of that, can you say?—A. I can't say.'

He goes on to show that no record was kept. (Page 3747, volume 9):—

'Q. And no record of it. When did he last ask you for money?—A. He never 'asked me for money in his life.

'Q. It was volunteered by you, eh?—A. Yes.

'Q. Volunteered by you, I see. It was your own idea, personally, Mr. McDonald? '—A. I think it was.

'Q. Yes, your own idea personally to give this official of the department the 'sums of money from time to time as you have said. And Mr. Morris was from time 'to time recommending expenditure as an engineer upon that ship, the *Curlew*, 'you knew that?—A. Yes.

'Q. Yes, you knew that. And in the same way it was Mr. Morris' duty to super- 'vise the amount of material and labour and so on put in and done upon the ship. I 'suppose he would be about during the time repairs were made?—A. He would be 'about.'

Morris presented himself in Halifax and desired to be heard.

He gave his explanation of the transaction as follows (page 4282, volume 9):—

'Q. Now, then, according to Mr. McDonald's evidence, he gave you money from 'time to time?—A. Yes, sir, he did.

'Q. That is right?—A. Yes, sir, that is right.

'Q. How many years ago was the first time?—A. About five years ago.

'Q. Is that the first time?—A. Yes, sir.

'Q. How much was it he gave you at that time?—A. He gave me $30 at one time.

'Q. $30 at that time, the first time?—A. Yes, sir.

'Q. About five years ago?—A. Yes, sir.

'Q. And that has never been repaid?—A. No, sir.

'Q. That was a gift to you?—A. He came to me one time, and he says, "Here 'is a present." Says I, "I don't wish to have it, if it has got anything to do with 'the department I don't want a cent from you." He says, "You have been recom- 'mending a lot of work from different places." He says, "Here is a present." I says, "I don't wish a present." He says, "Take this." I didn't want to take any- 'thing from him at all; and different times——'

Morris kept the money.

It is easy to state that he was recommending vessels to the iron works in St. John. The fact is, however, that Morris was there acting for the government as between them and McDonald.

When the presents were given and accepted work was going on on the government vessels.

The purpose for which the money was given is perfectly plain.

Morris had no right to accept it.

John Kelly. Patrick J. Mooney, a general contractor, states that he lent money to Kelly. At page 3954, volume 9, he is asked:—

'Q. Did you ever give him (Kelly) any ?—A. He borrowed $40 from me once.'

'I see. It is the same old borrow ?—A. No. He borrowed $40 from me and he 'sent me a moose's head.'

'Q. When did he get the $40 from you ?—A. I should think about the 22nd of 'June.'

'Q. Of this year ?—A. 1906.'

He states as follows. (Page 3957, volume 9) :—

'Q. Did you ever say anything about the $40 ?—A. No.'

'Q. He has never spoken to you about it since ?—A. Oh, yes.'

'Q. When ?—A. I guess six or eight months ago. He says, 'It is near time I 'was paying you that $40.'

(Page 3958, volume 9) :—

'Hon. Mr. CASSELS.—Q. What did you say to him when he said it was about 'time he paid you back the $40 ?—A. I said, there is lots of time.'

'Q. Did you not say it was wiped out for the moose head ?—A. No.'

'Q. It is only now you are wiping it out, is that it ?—A. That never came into 'my head.'

He is asked further in regard to Kelly whether Kelly received anything else besides money. His answer is (page 3959, volume 9):—

'A. Well, nothing.'

'Q. What ?—A. We have done some repairs at his house.'

'Q. Yes, I know.—A. And charged it up against him on the books.'

'Q And not paid ?—A. And not paid.'

'And that is some years ago, too?—A. Oh it might have stood two or three 'years.'

'Q. Three or four or five years, I see. Did that amount to $150 ?—A. No, sir, 'it would not.'

'Q. Well, how much would you say?—A. Well, the whole thing, the $40 and all 'would amount to $135.'

He goes on to explain that Kelly's son was working with them. He says 'I didn't know which to charge.'

He never asked for payment, and payment apparently was never offered.

John Kelly appeared before me at St. John.

He states his position to be that of inspector of lights.

He is asked (page 4231, volume 9):—

'Q. So that you are in a responsible position connected directly with the chief 'office for administration of departmental affairs throughout this province ?—A. Yes. 'You might say—if I might be allowed, your honour—I might say it is through me 'that the whole estimates are made for the carrying on of the lighthouse business and 'all duties pertaining to such, and the supplies and requisitions are all made by me 'of what is required at the various stations all over this division.'

He states. (Page 4258 , volume 9) :—

'Q. . . Then you know Mr. Mooney?—A. I do.'

'Q. He did work upon your house?—A. Yes, sir, he put in a ceiling for me. . . . . It was done about two years ago.'

Page 4258, volume 9):—

'Q. And you have never paid for that yet ?—A. No, sir.'

He states the work was done at a cost of about $95 or so.

'Q. And you got $40 from him once ?—A. I did.'

He proceeds then to state that he sent Mooney a moose head which would be in value from $60 to $100.

He is asked. (Page 4259, volume 9):—

'Q. Was that intended in payment of the $40, and the house repairs ?—A. No, 'sir.'

'Q. To be applied on account?—A. No, sir.'

'Q. I see. That was just a gift ?—A. It was friendship.'

'Q. How much did the moose head cost you, how much did you pay for it ?—A. 'I suppose altogether, it cost me $30.'

He states that he had offered to return $40 to Mooney, that at the time he was in family trouble, and when he offered the money Mooney's answer was:—

'Don't be in a hurry, you have lots of trouble.' 'I will give you that,' I said. 'No,' he said, 'I don't want it, don't be in a hurry.' I did not bother about the 'money, good, bad or indifferent,' and so forth.'

I think the circumstances connected with Kelly are different from the circumstances in most of the other cases, and I would absolve him from any intention of accepting money or work improperly.

He and Mooney seemed to be on very intimate terms. It does not appear that work could be thrown by him into Mooney's way.

I do not think the facts would justify a finding against Kelly.

HALIFAX AGENCY.

Mr. Jonathan E. Parsons was appointed agent in August, 1894, with a salary of $1,600 per annum.

Mr. A. DeB. Tremaine was appointed accountant in August, 1888, with a salary of $1,200 per annum.

The expenditure at the agency amounted during the fiscal years 1904-5, to $659,326; 1905-6, $705,000; 1906-7, $668,000.

For the last two or three years Mr. Parsons has been in ill health.

The evidence adduced in Halifax was voluminous.

It appears from the evidence, a portion of which I will quote, that patronage in Halifax extended beyond the mere naming of the merchants and others who should comprise the patronage list. It extended to the nomination by Members of Parliament representing the constituency of individuals or an individual to whom orders were to be given.

Excessive prices were paid in many instances and no proper supervision or check on the outlay exercised.

In one instance after the members, Messrs. Roche and Carney, had ceased to be members and were candidates at the approaching election, eighty additional men were employed to work in the dockyards at Halifax. This was done at the request of the candidates, the former members and the greater number of the men employed were nominees of Messrs. Roche and Carney.

The present acting deputy minister Mr. Desbarats was responsible for this.

It is easy to state that these extra men were required in addition to the seventy men already employed to do the necessary work in the dockyards, but I think Mr. Tremaine's view of why the increase took place is the only view that can be taken of the transaction.

Mr. Tremaine stated that in September, 1908, there were seventy-seven employees, in October, 1908, one hundred and seventy-six employees, in November, 1908, one hundred and fifty-eight employees.

The following occurs in Mr. Tremaine's evidence with reference to this (page 4846, volume 10):—

'Mr. WATSON.—Have you sufficient knowledge of the business of this agency to 'state whether or not it was necessary as a matter of business in the department that 'the 100 additional men should be put on for October?—A. No, sir, in my opinion 'it was not necessary.'

Page 4847, volume 10):—

'Q. Have you any knowledge leading directly or indirectly to a conclusion in 'your mind as to why they were put on?—A. I suppose I have, yes.

'Q. What is it?—A. Well, it has been customary for a great many years, ever 'since I have been in the service to employ more men about election time than at 'other times.'

Mr. Parsons in his evidence gave the exact number of employees. He states that the number of employees in October 1907, was 70, in October, 1906, 145.

He states (page 5053, volume 11):—

'A. It took place with the suggestion of Mr. Desbarats, the deputy minister.

'Q. Solely from Mr. Desbarats?—A. Yes, sir.

* * * * * * *

'Q. You cannot say whether it was or not?—A. Yes. Mr. Roche, then member 'of parliament, asked me if there would be any chance for some extra men, and I 'told him that I thought there would be, but that Mr. Desbarats was coming and I 'I would confer with him.

'Q. I see. What had Mr. Roche to do with the management of the dockyard of 'the Marine and Fisheries Department?—A. He was member of parliament for 'Halifax.

'Q. Yes, member of parliament for Halifax.—A. And had the patronage.

'Q. Had the patronage?—A. Yes, sir.

'Q. But I ask you, if you please, what had he to do with the management of the 'dockyard?—A. He had the patronage. If men were to be put on he could name 'those who were to go on.

'Q. He could?—A. Yes, sir.

'Q. You were taking on employees, additional men for ordinary labour, you 'mean to say you would apply to him to designate the men?—A. Yes.'

* * * * * * *

'Q. The additional 80 men were chosen, nominated by the member for Halifax? '—A. Well——

'Q. Is that right?—A. Mr. Roche and Mr. Carney——

'Q. By the members then for Halifax?—A. Both recommended, but I cannot say they recommended all.'

(Page 5056, volume 11):—

'Q. If there had been no intervention would you have employed all those extra 'men at that time?—A. Not without a conference with Mr. Desbarats.

Later on (page 5144, volume 11):—

'Hon. Mr. CASSELS.—One question. Do you place the responsibility on Mr.

'Desbarats for the employment of those extra men in October, 1908?—A. Oh, I would 'not have done it if Mr Desbarats had not said so.

'Q. Mr. Desbarats is your superior?—A. Yes, he is deputy minister.'

'Q. He is acting deputy minister. And he authorized that?—A. He came down 'as such.'

'Q. So the responsibility as between you and him is on him?—A. I think so.'

To his own counsel he stated (page 5149, volume 11):—

Q. Are all those extra men discharged at the present time?—A. No.'

'Q. Some of them are still working?—A. Yes.'

'Q. How many?—A. Well, I think there were 80 taken on and I think 40 have 'been dismissed, discharged rather.'

'Q. All those men were taken on on the recommendation of Mr. Roche or Mr. 'Carney?—A. I think so. Perhaps one or two others, pretty good men that came 'along we took.'

Mr. Desbarats gave his evidence in Ottawa.

It appears that he was in Halifax for the first time in October, 1908, (page 6385, volume 14):—

'Q. Evidence was given at Halifax by Mr. Parsons that you gave him a direc- 'tion in October of this year that he should take on in service at the dockyard about '100 additional employees—between 80 and 100. Do you recollect that fact?—A. 'I recollect giving directions to Mr. Parsons to have certain work executed at the 'dockyard, and to do that work he must have taken on a certain number of men.'

* * * * * * *

'Q. I wish to know why you gave instructions at that time about 100 additional 'men should be taken on the service in the dockyard department?—A. I gave in- 'structions to Mr. Parsons to take on the number of men necessary to do the work 'I authorized.'

'Q. Did you know how many that involved?—A. I should imagine it would take 'about 100 at that time.'

* * * * * * *

'Q. You are a gentleman of large departmental experience and otherwise: We 'would assume you knew of the conditions. You certainly knew that elections were 'pending?—A. Yes, sir.'

'Q. Was anything said about that at the time?—A. Do you mean that I had 'any conversation about elections: Oh, I dare say I had.'

(Page 6387, volume 14):—

'Q. Were you not spoken to on the subject by the candidates of the party at the 'time?—A. I was.'

'Q. About the employment of additional men?—A. I was.'

* * * * * * *

'Hon. Mr. CASSELS.—Q. By what candidates?—A. Roche and Carney.'

* * * * * * * *

'Mr. WATSON.—Q. Was the subject introduced by them?—A. Yes. When I 'saw them they said they would like to have men employed when I could do so.'

He then goes on and describes the work to be done.

(Page 6389, volume 14):—

'Hon. Mr. CASSELS.—Q. Do you know if the men were taken on recommended 'by the two sitting members?—A. I do not know.

'Mr. WATSON.—Q. At any rate, the matter arose upon the suggestion of the 'members, who were then candidates?—A. They stated they would be glad if I could 'employ men at the dock.

'Q. For what reason?—A. I presume it would help them in their election.

'Q. And that was made to you in your capacity as acting Deputy Minister?—A. 'Yes.'

I fail to see how such a transaction can be justified.

It was stated that similar increases had been made during previous elections. If this were so, it forms no justification.

It must also be borne in mind that the Halifax dockyards were taken over by the Dominion Government from the Imperial authorities on the 1st of January, 1907. Previous to that time they were owned by and under the control of the Imperial authorities.

The extent to which the influence of the members of parliament was exercised may be gathered from the evidence some portions of which I will quote.

Mr. Parsons (page 5088, volume 11):—

'Q.....We have had from more than one witness that special orders were 'obtained from time to time through the intervention of the members. What do 'you say as to that?—A. Special orders?

'Q. Yes. That is, when it was ascertained in some way that work was to be 'done or material furnished, supplies furnished, that then the members would recom- 'mend to you that the orders should be given to A. B. C. or D., as the case might be? '—A. That was under the rules of patronage.

'Q. And did that apply from year to year?—A. Yes, sir.

'Q. And from month to month in every year?—A. Yes, sir.

'Q. And did you observe those requests?—A. Generally, as far as we could.'

(Page 5089, volume 11):—

'Mr. WATSON.—Q. Is that so, that some one would designate to you which mer- 'chant or manufacturer or dealer particular orders should be given to from time to 'time?—A. Yes.

'Q. That has been the course?—A. Yes.

'Q. Each time, yes. So it was not your own independent judgment that was exer- 'cised from time to time as to where the work should be done or by whom, or by 'whom materials should be furnished; that was done upon recommendation?—A. By 'the member of parliament having the patronage.'

(Page 5091, volume 11):—

'Q. Or in particular cases, where no tenders are invited, some one is picked out 'from the patronage list; but in no case hitherto, except here, have the members 'intervened so as to govern the patronage list?—A. Yes, they could take any name 'off the list they wished, and they could add names to the list.'

* * * * * * * *

'Q. Yes. But start with the patronage list, you might have twenty on the pat- 'ronage list. Well, the member comes along and designates which one to give the 'order to in Halifax?—A. Yes, sir.'

Mr. Tremaine puts it as follows (page 5130, volume 11):—

'A. I would put it something in this shape: we have a patronage list supplied to us from which we are to order goods and work done from time to time. We try 'to keep that, to deal with the people whom we consider will do the best work at the 'most reasonable prices. From time to time we get special instructions that special 'work is to be given to special people.

'Q. From whom do you get those instructions?—A. From the members. It is all 'a matter of record on our files, sir.

'Q. Yes, that is your answer?—A. That is my answer.'

'Hon. Mr. CASSELS.—Do you obey the instructions?—A. Certainly sir, we are—

'Mr. WATSON.—You obey the instructions?—A. We do so from the department.'

Mr. Parsons' view as to the manner in which the government should pay is expressed as follows (page 5143, volume 11):—

'Q. But I thought you said you had recognized that work for the government 'should be charged, would be charged for at a little extra prices?—A. A little extra. yes.

'Q. And should be passed accordingly: that follows, does it not?—A. Yes.

I would quote to you further extracts from the evidence.

W. G. Robertson is the junior member of the firm of William Robertson & Co. This is a very prominent firm in Halifax.

The sales during the three years, not including 1908, to the Marine Department amounted to about the sum of $55,704.

He is asked (page 4472, volume 10):—

'Q. You are a wholesale house?—A. Wholesale and retail, yes sir.

'Q. Wholesale and retail. I suppose your trade is chiefly wholesale?—A. Chiefly 'wholesale.

'Q. So that you are known as wholesale dealers?—A. Yes sir.

'Q. And upon the whole the prices charged by your firm to the department upon 'goods and materials supplied I understand have been so supplied at a price about '10 per cent above the ordinary retail price?—A. Above the ordinary retail price?'

He proceeds to point out that that does not apply except to goods furnished outside of contract.

'Q. Take the goods outside of contract, then is that not so?—A. I think that is 'about correct, sir.'

He states:—

'Q. Then a considerable portion of the goods supplied by you has been other than 'through tenders and answers to tenders?—A. I think about a third, sir.'

He denies that 15 per cent in excess of ordinary retail prices was paid, and then proceeds (page 4473, volume 10):—

'Q. You will deny that, but you will not deny that it may be 10 per cent in 'excess of ordinary retail prices?—A. I prefer to make no statement.

'Q. You said you would not deny it.

'Hon. Mr. CASSELS.—Mr. Robertson, you must know one way or the other whether 'the fact is as Mr. Watson puts it?—A. Your honor, I find Mr. Watson has as much 'knowledge or more than I have.

'Q. I know, but he has to bring it out. You see, he is here to bring it out in 'evidence, and he cannot do it without knowledge. The point you are asked is this—'which you ought to be able to tell—is it a fact, taking the goods which you sold to 'the Marine Department at retail prices, that you got 10 per cent more than retail 'prices?—A. Which we sold at retail prices?

'Q. Yes.—A. Yes, sir.'

He is asked (page 4474, volume 10):—

'Q. Is it difficult to ascertain the ordinary retail prices of goods in Halifax?—'A. It ought not to be.

'Q. Then you charged the extra price, I suppose, because you were selling to the 'department or to the government, is that it? That is what it comes to?—A. I sup-'pose that is what it really comes to. The accounts were quite a while in being paid 'at times.'

* * * * * * * *

'Q. How can you account for the agent here—because this inquiry, of course, 'by his lordship is a matter in respect to the officials—how can you account for the 'agent, Mr. Parsons, passing those accounts at those excessive prices?—A. I have no 'means of accounting for it, sir.'

(Page 4477, volume 10):—

'Q. Who has had to do with the orders you got from the department from time 'to time?—A. Do you mean who had the recommending of it?

'Q. Of particulars orders, yes?—A. Nobody but the members, I suppose.

'Q. Who?—A. The members.

'Q. Who are the members?—A. Mr. Roche and Mr. Carney.'

He states:—

'A. We got the orders for the most part, I suppose, from the fact of our being 'on the patronage list.

'Q. For the most part. But what else?—A. Any particular order we would ask the member at times to use his influence to see we got it.'

* * * * * * * *

'Q. Well, when you wanted to receive orders and to supply goods you would go to the members?—A. Not at all. If we knew there were goods wanted we would.'

(Page 4478, volume 10):—

'Q. Now, then, is the fact that for the most part the ordering and supplying of 'goods has been under the direction in this agency of the members?—A. I don't think 'it has.....I think the direction of the orders—that is, after the department 'has decided what they wanted—the direction of the placing of the orders have been 'under the——

'Q. What?—A. The direction as to the placing of the orders and as to which 'firm shall get the orders.

'Q. I see. The direction of the placing of the orders has been by the member? '—A. I think so.'

He is asked by Mr. Watson whether or not control of the Marine and Fisheries Department was taken out of the agent's hands and reserved to the members:—

Page 4480, volume 10):—

'A. I would say no, as far as my knowledge goes.'

* * * * * * * *

'Mr. Watson.—Q. Is it not the fact that you have recognized that that is so, 'that Mr. Parsons, for all practical purposes, was not in it in connection with the 'giving of orders as far as the giving of orders was concerned?—A. We have not 'come in contact with him. That would be the deduction, I suppose, to draw.'

A. N. Melvin is in the hardware business.

He is asked in regard to his prices. He stated that he charged fair and reasonable prices.

(Page 4495, volume 10):—

'Q. How would they compare with the prices of Messrs. Robertson & Co., do you 'think?—A. Favourably.

'Q. You think favourably. Just about the usual 10 per cent over and above retail 'prices?—A. Yes, sir.'

His account for the three years was $6,000.

(Page 4497, volume 10):—

'Q. During this year (1908) who recommended orders to you?—A. I presume the members did.

'Q. Oh, I see you presume the members did. That is, during this year, and the 'same last year?—A. Yes, sir.

'Q. And the same the year before?—A. Yes, sir.

'Q. It is in that way that you got the orders?—A. I think so.'

C. C. Longard is asked (page 4680, volume 10) :—

'Q. Then did you see any one else outside of the department in regard to the 'orders that you received or that you were seeking from the department?—A. Oc- 'casionally, yes.

'Q. Whom did you see?—A. The members.'

G. A. Wooten, in speaking about orders is asked whether he spoke to anybody other than Mr. Parsons or Mr. Tremaine.

(Page 4630, volume 10) :—

'Q. Did you speak to anybody else here?—A. I don't think.

'Q. Eh?—A. No, not from memory.

'Q. Not from memory?—A. No, I don't think I did.

'Q. You don't think you did?—A. Yes, I guess I did. I spoke to Mr. Roche, 'I had a letter from Mr. Roche.

'Q. Yes.—A. I had a letter from Mr. Roche. I was complaining the way busi- 'ness was going, there was a lot of volume of business being done and I was 'not getting any patronage. I thought it belonged to the public, it was a public 'affair. I had a letter and I told him I didn't think the letter was very much good 'unless he gave me an order for some specific line. I had letters before. I could not 'get anything for some reason or other. I got a specific order to make ventilators, 'I think, for that year and smoke——

'Q. I understand you got that from Mr. Roche or Mr. Carney?—A. Mr. Roche, 'I think.

'Q. Mr. Roche or Mr. Carney gave you that specific order?—A. Yes.

'Q. What was it for?—A. Ventilators.

(Page 4634, volume 10) :—

'Q. (Referring to his conversation with Mr. Parsons in reference to the order 'for ventilators). Then what was the conversation that took place between you and 'him?—A. Mr. Parsons said he would be glad to do anything he could, he was only 'acting there as an official and he would be pleased to give me anything in that line that come that way.'

H. C. Stevens was practically the managing man of Howell & Co.

This firm was making repairs to the government steamers, chiefly the *Lady Laurier* and the *Aberdeen*.

Their acount with the department amounted to about the sum of $28,000 during the three fiscal years.

There was no contract, and the prices were not fixed before the work was performed.

(Page 4776, volume 10) :—

'Q. That was left to the firm to fix the prices?—A. Left to me, sir.'

He is asked:—

'Q. Now then, I understand that in fixing the prices you added on profits in 'those accounts to the amount of about 50 per cent.—A. Added on to that amount? 'Q. Added on to the cost about 50 per cent profit: is that about right?—A. That 'may be a little high.—Q. That may be a little high?—A. I would not like to swear 'it is not right.'

At page 4778, volume 10) :—

'Q. They left it to you, I suppose?—A. The prices are about the port charges.'

He is asked how much more was charged to the department than to ordinary retail customers (page 4778, volume 10) :—

'Q. How much more than the ordinary retail customers, 30 per cent?—A. 'Maybe 10 per cent.'

(Page 4780, volume 10):—

'Q. Did you have to apply to anyone else to get the order, special order?—A. No, 'we sometimes asked Mr. Roche to recommend us.'

'Q. I see, sometimes you would ask the member in respect to special orders, is 'that right?—A. Yes, we thought some job might be coming on.'

He details at considerable length his course of interviewing the members and of obtaining their assistance.

He asked if he overcharged the department (page 4820, volume 10):—

'Q. So when you get a good order you make it make up for the bad ones?—A. If 'we don't we would not be able to make it pay.'

'Q. I see. That is a pretty bad condition of affairs, is it not?—A. Well, Mr. 'Howell—I have often talked to him about giving up the job in the shop and going 'into a specialty. but you know it troubles you to think you have got to overcharge, 'but you have got to do it.'

'Q. And that is your reasons for making the overcharges you refer to?—A. That 'is the reason.'

Captain Johnston, of the steamship *Lady Laurier*, has to discharge himself from blame in respect to two matters brought to light in the evidence adduced at Halifax.

First, in respect to the receipt by him of the sum of $1,550, apparently paid him on account of so-called salvage services performed by the *Lady Laurier* and the officers and crew for the steamship *Hestia.*

The second, in respect to a sum of $400 received by him for services performed by the *Lady Laurier* and by the officers and crew of a somewhat similar character in aid of the steamship *Mount Temple.*

The *Hestia,* owned by the Donaldson Line, was picked up in a sinking condition off Cape Sable on the 13th of May, 1906, by the *Lady Laurier,* the Dominion Government steamship.

She was towed to Shelburne Roads and beached on a sandy bottom.

Through the services of the *Lady Laurier* and the captain and crew of the steamship she was raised and taken to Shelburne harbour.

The *Lady Laurier* was occupied for a period of ten days in assisting the *Hestia.*

On the 20th of June, 1906, Captain Johnston wrote a letter to Colonel Gourdeau, Deputy Minister, setting out the details of his work, in which he states:—

'If the government is not going to make a claim, I would like to do so for myself 'and crew, as the best advice I can get in Halifax say that the crew have the same 'claim as if they were in a private steamer.'

Prior to the 20th of June and on the 22nd of May, 1906, the Deputy Minister had wired the agent of Marine and Fisheries at Halifax as follows:—

'Reference *Hestia.* If no other steamer available *Lady Laurier* is to render all 'possible assistance in getting her to Halifax. It is to be an understood thing that 'the owners *Hestia* are to pay for work done, and you will make arrangements with 'them to this effect. Communicate with Pickford and Black.'

Pickford and Black were the agents of the owners of the *Hestia.*

Acting on this telegram Mr. Tremaine interviewed Pickford and Black and informed them that $400 a day would be charged for the services of the *Lady Laurier,* and to this charge the agents did not object.

This interview was immediately after receipt of the telegram of the 22nd of May.

The *Hestia* was placed in dry dock in Halifax about the 1st of June.

This agreement was apparently not communicated to Captain Johnston.

Apparently Captain Johnston threatened to libel the *Hestia* if his claim was not paid.

On the 28th July, 1906, Pickford and Black wired the Deputy Minister as follows:

'F. Gourdeau, M. and F. Ottawa. Attorney for Johnston, Master of *Lady Laurier,* notifies us as agents of steamer *Hestia* that he intends libelling *Hestia* for services rendered in assisting her to Shelburne in May last and intimates $20,000 as amount claimed. Underwriters are quite ready to recognize Johnston and would doubtless deal liberally with him, as they usually do under such circumstances, but surely your department would not permit any such action on the part of its servants as proposed, which, if allowed, it seems to us be viewed with discredit by owners, underwriters and others interested. Pickford and Black.'

On the 29th July, the Deputy Minister wired Pickford and Black:—

'Have instructed agent in Halifax that Johnston no right to take action *re Hestia* without orders department here.'

There was also a telegram on the 29th July, 1906, to the agent at Halifax:—

'Department advised that Johnston, *Lady Laurier* libelling *Hestia* for services rendered. Matter is under consdieration and he has no right whatever to take action unless directed by department.'

It appears that Pickford and Black paid Captain Johnston $1,550 prior to the 19th November, 1906.

On the 28th November, 1906, positive orders were given to the agent at Halifax by the Deputy Minister that the $1,500 was to be immediately refunded.

Johnston was at once notified, but declined to refund the money.

On the 14th December, 1906, a memorandum was signed by the Deputy Minister, in which he points out the misconception Captain Johnston was under as to his position and the scope of his duties, and recommending that proceedings should be taken to recover from the owners of the *Hestia* the $400 per day agreed to be paid.

The minister approved of this action.

A letter was accordingly written to Pickford and Black on the 8th January, 1907. (Dated erroneously in the copy 1906). Claiming $3,600 for nine days.

On the 19th February, 1907, the department, having been advised by the Department of Justice that the claim should be made against the owners, a formal demand was made upon A. F. Donaldson, of Glasgow, for $3,600.

The matter was then referred by Messrs. Donaldson to their Montreal agents, and a letter of 17th May, 1907, was written by the Reford Company to the Deputy Minister. This letter reads as follows:—

'Colonel F. Gourdeau, Deputy Minister, Marine and Fisheries. Referring to claim of C. G. S. *Lady Laurier* for services rendered the ss. *Hestia,* we wrote you in regard to this matter on the 26th February last and do not appear to have received any reply to this letter. However, A. F. Donaldson, of Glasgow, writes that your department have written him in regard to the matter, and as he has already placed this matter in our hands for settlement, present is to advise you that we will be pleased at any time to take up the question with you as per our instructions from Messrs. Donaldson Brothers.'

A memorandum is indorsed on this letter with the initials 'F. G.':—

'I have seen Mr. Reford about this claim and asked him to let it stand until he could discuss the question with the Minister. I do not see how we could claim

'the amount until the extraordinary action of Captain Johnston has been dealt with, 'who claimed, and was paid to himself and crew, the sum of $1,500, which action 'has no precedent in the department. (Signed.) F. G.
'22/5/'07.'

Nothing further, as far as the evidence before me or the files of the department indicate, has been done, and so the matter rests.

Captain Johnston was represented by counsel. He was not examined.

In my opinion he was not entitled to claim salvage without the approval and consent of the department.

Moreover the facts as stated by Mr. Tremaine and corroborated, show that the bargain was made by which the services of the *Lady Laurier,* including the officers and crew, were to be rendered for the sum of $400 a day.

I think the conduct of Captain Johnston in returning this money is without justification.

The *Mount Temple* stranded in December 1907, and was floated in April, 1908.

Some services were performed by the *Lady Laurier* and advice given by Captain Johnston, then inspector of lights as well as Captain of the *Lady Laurier,* and the sum of $400 was paid to him and retained by him.

He had no right to keep this money.

One other matter has to be considered in connection with the Halifax investigation.

It would appear that the government vessels were being furnished with luxuries which in the opinion of Messrs. Parsons and Tremaine should not have been furnished.

Their opinion seems to be that it was not befitting that the food furnished to the officers of these vessels should be on the same scale as that furnished to first-class passengers by the Allan line of steamers or other trans-Atlantic vessels.

Mr. Parsons states that he continuously objected to the extravagence in connection with the supplies furnished.

In his evidence he states that the deputy minister was in Halifax accompanied by Commander Spain, and that he objected to them to the quality of the goods furnished.

He puts it in this way (page 5082, volume 11):—

'Q. No. I am asking you is there any useless expenditure incurred here?—A. 'I think there is not this year.

'Q. This year, I see. What about last year?—A. Oh, there may have been some 'luxuries on board the ships, somewhat similar to what the table is on ocean liners, 'and it was not with—it was with my knowledge part of the time, it was not with my 'consent.'

'Q. Against your protests?—A. Yes.

'Q. To whom did you protest?—A. I protested to the Deputy Minister, Mr. 'Gourdeau.

'Q. And what were you told by him?—A. That they would, that the crew would 'go to the members, and the members would write up to Ottawa and make a fuss 'about it, and it was just as well to let it rip.

'Q. And when was that occasion?—A. That was about 1896.

'Q. 1896: that is a long time ago?—A. Only ten years.

'Q. Once in ten years is often enough to rip?—A. Yes, I should think so.

'It would last for at least ten years?—A. It is remembered——

'Q. It is remembered?—A. Because I had endeavoured to cut down the bills 'and to stop the luxuries, and Commander Spain and Mr. Gourdeau, the Deputy 'Minister came here, and I laid the matter before them.'

He goes on to state that this last year (1908) by orders from Ottawa, pressure has been put on again. (Page 5084, volume 11): —

'Q. What pressure?—A. Taking away fruits from the table two or three times 'a day, fruits out of season, tropical fruits.'

'Hon. Mr. CASSELS,—What did the Deputy Minister say about the pressure that 'would be brought to bear in Ottawa by members and so on?—A. He said: 'they 'will go to the members, and the members will write to Ottawa and bother us up 'there, and you had better be easy on it.

'Mr. WATSON.—Has that been allowed to run on since 1908?—A. I think so.

'Q. In consequence of those instructions of the Deputy?—A. Oh, yes; I was 'opposed to it.

'Q. I understand.—A. I did not allow it.

'Q. Still you allowed things to go on in consequence of instructions?—A. I had 'to bow very much against my will, because I had given a decision before, which I 'had to recall.'

Mr. Tremaine confirmed in the main the interview detailed by Mr. Parsons.

He is asked (page 5106, volume 11):—

'Q. Well, now, be a little bit shorter, please, Mr. Tremaine, will you. Now, were 'you present at the interview when the Deputy Minister was here and Commander 'Spain?—A. I was present at one interview.

'Q. At the interview?—A. Yes.

'Q. That is the interview to which Mr. Parsons made reference?—A. I was 'present at the interview.

'Q. Will you just tell us what took place at the interview?—A. What Mr. 'Parsons stated is correct.

'Q. What took place on that occasion?—A. The department had made a protest 'from Ottawa at the expense of the provisioning of the ship. We informed the 'department both by letter and on this occasion it was impossible to keep the expenses 'down if we had not the control of the supplies. For a number of years we had that 'control, but the captain of the ship was given a more free hand as to what he was 'to be allowed to order. We had tried here——

'Q. You see, I asked you what took place at the interview. I do not want to go 'back 14 years. I am speaking of the interview?—A. That is what we stated, we 'had not control of the supplies that were purchased.

'Q. That is what you told Colonel Gourdeau and Commander Spain?—A. Yes. 'He told us to give them more latitude—I am not prepared to state at this late date 'the exact words he used—but that was the impression left on both Mr. Parsons' 'mind and mine, that we were not to cut out certain things.'

In reference to the expression 'let it rip':—

'Q. Mr. Parsons said that Mr. Deputy used the expression at that time of 'let 'it rip.'—A. I am not prepared to say that, Sir, I have no recollection of that expres- 'sion.

'Q. I see. Was it to that effect, does that describe it?—A. It was to the effect 'I stated before.

'Q. What?—A. That we were to give them more latitude—because——

'Q. Listen. You had been complaining up to that time that the latitude was 'too great?—A. We were.

'Q. And then you were told you were to give them more latitude?—A. Yes.

'Q. Widen it up?—A. Yes.

'Q. I see. And what did you say, if anything, at that time?—A. We accepted 'our instructions.

'Q. What did you say?—A. We protested.

'Q. What did you say?—A. We said that we were in the habit of cutting out 'such things as I, for instance, and Mr. Parsons could not afford to purchase in our 'own houses. We thought what was good enough for us should be good enough for 'the officers of the ship; we could not get certain things out of season.'

'Q. That is the way you put it. What did Commander Spain say, if anything? '—A. He said to the same effect.

'Q. As Mr. Gourdeau?—A. Exactly.

'Q. Then was that a matter that you communicated afterwards to the Minister? '—A. On several occasions.'

There is a discrepancy between Mr. Parsons' evidence and that of Mr. Tremaine's as to dates.

Mr. Parsons states that this interview took place in 1898. Mr. Tremaine, on the other hand, places the interview somewhere about the 7th of October, 1905.

Either Mr. Parsons is mistaken as to his dates or Mr. Tremaine.

The fact, however, remains that such an interview at sometime or another did take place.

The result is shown from the accounts.

Since Mr. Desbarats has taken hold of the department matters have been changed.

Mr. Parsons states that the files of the department would show the facts.

I have sent for all the files and have been shown by Mr. McClenaghan every letter stated to be of record in the department in connection with this matter.

I can find no correspondence.

MONTREAL AND SOREL AGENCIES.

A large number of witnesses were examined before me in Montreal. All merchants or others dealing with the department, with the exception of those whose dealings were of trifling amount, were minutely examined by counsel.

A skilled accountant was employed to check the books of a number of the merchants.

A considerable amount of the evidence related to the lighthouse board and to the improvement to navigation. I dealt with this question in an earlier portion of this report.

Considerable evidence was adduced in reference to what may be called the Merwin-Brooks transactions. I propose to deal with these transactions later on when reporting on the Ottawa officials.

Also with regard to the Coghlin purchase of silverware for the steamship *Montcalm*.

Those subjects are better dealt with later.

Mr. U. P. Boucher was the resident agent in charge at Montreal; Mr. Desbarats the chief controlling power in Sorel.

Generally, excluding the matters reserved for subsequent report everything relating to the purchases, contracts, &c., presented a pleasant contrast to what I have previously reported on.

The merchants testifying in Montreal are gentlemen of standing and, as far as the evidence shows, no advantage was taken in their dealings with the department.

I may say the same in regard to the gentlemen from Sorel. They gave their evidence frankly and fairly.

There are some minor matters of very slight importance where possibly a few overcharges may have been made.

In regard to Mr. Boucher, he left the service of the Marine and Fisheries Department in August, 1908.

His method of dealing with government moneys, depositing the same to his own credit in a great many instances and blending them with his own moneys, was incorrect.

The amounts were not large.

The books seem to have been checked periodically by inspectors of the department, and the manner in which he was handling the moneys was known.

No loss was occasioned to the department.

The system of dealing with these moneys, remitting to Montreal and Sorel for payment of wages, &c., has been changed for a considerable period, and I do not think Mr. Boucher can be seriously found fault with.

OTTAWA.

A considerable number of witnesses from Toronto, Kingston, Prescott, Sarnia and Quebec as well as from Ottawa were examined before me at Ottawa.

I proceed to discuss the various officials whose conduct requires special mention.

Colonel Gourdeau. Colonel Gourdeau was Deputy Minister for a great many years. He retired on or about the 1st of April, 1908, and has, as I understand, been accorded leave of absence pending this investigation.

The Civil Service Commissioners in their report state as follows:—

'The department is practically swamped with correspondence, 100 to 120 letters 'a day being about the average. Each letter has to be put on the file to which it has 'relation, and that means a day's work of the records staff of the department, which 'consists of six officers. Next morning the files are distributed among the different 'officials for the new letters to be answered. This means the enforced delay of at 'least one day, which might often be serious in the case of important business. When 'answers are prepared to the letters they are presented for signature to the Deputy 'Minister, who is assumed to know all about them, but which is practically impos- 'sible. In not a few cases, letters are written, signed by the deputy and despatched, 'notwithstanding that they may be in conflict with previous correspondence or instruc- 'tions on the same subject, and therefore calculated to bring reproach and discredit 'on the department.'

In the evidence of Colonel Gourdeau given before me at the first sittings in Ottawa, referring to this observation of the Civil Service Commissioners, he states as follows:—

(Page 792, volume 3):—

'Q. Then, reference is made to blundering correspondence?—A. Yes. Well——

'Q. Which seems extraordinary that should exist?—A. That is another thing, I 'assure you, if he had given us an opportunity to explain how the correspondence is 'managed in the department he would be perfectly satisfied; any intelligent man 'would be.

'Q. What do you say as to the system?—A. I say the system is as perfect as it 'can be in a government department. I may say this, too, that two years ago a gen- 'tleman who had been sent to Washington by the department, my lord, came to our 'department on business. He visited our correspondence branch and told Mr. Mc- 'Clenaghan, the gentleman examined here yesterday, that if he had known our system 'was so perfect he would have avoided his trip to Washington. It is an absolutely 'perfect system. There is another thing I would like to add. He said it was impos- 'sible for a person to overlook the correspondence and sign all the letters signed know- 'ing what they were. Well, he did not consider what he was saying for a moment. 'We will take a case in point. Supposing that the agent in Quebec wishes to expend '$50 on the repairs to a lifeboat or something like that; that is sent to the officer in 'the department who has got that in charge, he prepares a memorandum, in whcih he 'says to the minister: "I recommend, for such and such reasons, that the repairs '"asked for by the agent of such and such a place be granted for the following '"reason." I examine that, I initial it. If it is a large enough amount, that goes 'for the minister's initials also. Then there is a letter prepared. Now, it stands to 'reason when that letter comes to me to be signed I have only to glance at it to see 'what it is about, and while there might be an error in the spelling that I might not 'notice, I would know the purport of the letter. I may say that during the last two 'years I have worked on an average twelve hours a day; I have rarely taken a Sun- 'day, I have rarely taken a half-holiday on Saturday. I attended to my work as much 'as I could, and it took me an hour and twenty minutes and an hour and a half to 'sign my correspondence every day, and I knew what I was signing perfectly and 'thoroughly.'

I quote this evidence because later on I refer to instances where his evidence, in my opinion, is in direct conflict with the correspondence on the files of the department.

I think it unfortunate that the Deputy Minister, after the issue of the commission, should have had access to the files of the department. It appears that papers have been destroyed. It may be the papers burnt would throw no light on the matters investigated. Nevertheless I would have preferred a perusal of the papers destroyed rather than a perusal of the basketsful of papers of a semi-private character not destroyed.

In his evidence Colonel Gourdeau states as follows (page 99, volume 1):—

'Hon. Mr. CASSELS.—Q. Have you destroyed any of your private papers within 'the last two months?—A. Oh, yes, private letters and all that kind, but nothing 'bearing on the department.

'Q. I am just asking you the question?—A. Yes.

'Q. Were those letters up in the department when they were destroyed?—A. My 'secretary was with me when I was destroying——

'Q. I am not asking you that. I am just asking you whether those were letters 'or papers in the department?—A. Nothing referring to the department.

'Q. I am not asking you that. They were up there, in point of fact?—A. Yes, 'with my private papers.

'Q. Did you go over those with your secretary?—A. Yes.

'Q. And were many papers destroyed between you and your secretary?—A. No.

'Q. Private papers?—A. No.

'Q. To what extent was the destruction?—A. I could not tell.

'Q. How long were you occupied in going over and destroying them?—A. Oh, it 'was during the office hours; I was just getting my drawers emptied.

'Q. I just wanted to see. There might be a distinction between official papers 'and private papers.'

Mrs. Thomas, a most capable and efficient official and evidently loyal to the deputy minister, states as follows (page 103, volume 1):—

'Q. Well, if anything was destroyed in the department of the deputy minister 'you would know?—A. You mean private documents?

'Q. Of any kind?—A. I do not know. I cannot say anything of the official. 'Private documents I know, there have been some destroyed.

'Q. What do you mean by private documents, please?—A. Personal things, private 'letters of the deputy minister's, entirely personal matters, we filed there and nothing else, sir.'

(Page 106, volume 1):—

'Q. Let me ask you—I did not anticipate this—have you in any of this correspond- 'ence of a personal nature seen any reference to departmental matters?—A. Depart- 'mental?

'Q. Yes; that is, official matters?—A. Well, in this connection I may say this: 'A member may write to the minister in regard to a certain thing, and before they 'answer this member perhaps the official minister may request the deputy minister to 'please write to the agent and ascertain if those are the facts and what reply I can 'give to the member. In that case the deputy minister would write privately to the 'agent. Some things like that. Of course, they affect the department in a way.'

'Q. I see. From some agent?—A. Yes, and so on. Sometimes a minister wants 'certain information with regard to a matter, and before anything is done officially 'sometimes the minister may want to have the agent's opinion, or the captain of a 'vessel about a certain trip they want to make for the Governor General, and so on. 'Sometimes they are not put on the official file, and we have got heaps, I may say, of 'such letters as that. You may perhaps call them semi-official, but they are, of course, 'written privately, not officially.'

I cannot understand how the manner in which the affairs of the Marine Department were being conducted in Quebec, St. John and Halifax could have been unknown to the deputy.

It is stated that the inspectors did not do their duty.

Continuous complaints were being made of excessive prices paid and so forth, but apparently there was no practical interference on the part of the deputy minister responsible for the proper management of the department.

In dealing with the Quebec agency and with Mr. Gregory I stated: 'Later on when dealing with the Ottawa officials, I will have to refer to certain correspondence passing between him and the deputy minister.'

During the year 1905 there was a series of letters complaining about excessive expenditure. For instance, on the 13th of June, 1905, again on the 13th of July, 1905, and the 10th of August, 1905, the 19th of August, 1905, the 13th September, 1905, the 14th December, 1905, and the 21st December, 1905. These letters are contained in exhibit 205 filed before me.

On the 27th December, 1905 a private letter was written by Colonel Gourdeau to Mr. Gregory. It reads as follows:—

(Page 3294, volume 8):—

'(Private.)

'My Dear Gregory,—As regard the letters which have been written to you lately, 'and which will probably be written again they are simply to save the department in 'the eyes of the Finance Minister, they are doing all they can to curtail our expenses, 'but that cannot be done.'

How it could be expected that the agent at Quebec would obey his instructions from those responsible for the expenditure in the face of such a letter. I fail to understand.

His explanation of it is as follows (page 6308, volume 14):—

'Q. (After referring to the letter). Now, then, another letter was produced, writ-'ten by you the same day or the next day to Mr. Gregory, in which you told him in 'effect that that was a matter of form, that he need not pay any attention to it. How 'do you explain that?—A. Was it exactly in those words?

'Q. Yes, in effect? How can you account for that?—A. In connection with 'the very severe letter, I was in Quebec, to meet the parties; I saw Samson Filion, 'whose accounts we had refusd to pay for months.

'Q. Don't get off?—A. And Gregory felt very badly about the letter I had written 'to him. I said, "Gregory, if I have said anything to offend you, I am sorry, and if 'it will pacify you at all, I will write you a note, but we are annoyed by the accounts 'that are paid here, and the minister is furious at the prices charged, and we must 'have a change here," and he told me he would do everything he could to carry this 'out. If I wrote a letter like that, it was not to countermand a strict letter that was 'written, at all.'

'Hon. Mr. CASSELS. The strict letter was to the effect that no payments were to 'be made until there was money voted to pay them?—A. Yes.

'Hon. Mr. CASSELS.—Your private letter was, "don't pay any attention." That 'letter is on file.'

'Mr. WATSON. Q. Here it is: Listen to this.'

The letter is read to him. His answer is:—

'A. Well, I do not see anything very wrong about that letter, for this reason, that 'that related——

'Q. Well——?—A. That related to our votes, sir.'

Meaning, I apprehend, votes for expenditure.

In his evidence at the opening of the commission the Auditor General referred to certain silverware that was imported apparently for the use of the Dominion government, duty free. His statement is that the government never got the benefit of this silverware.

This certificate states:—

'That the goods imported into the port of Montreal marked or addressed as fol-'lows: 'B. J. Coghlin & Co., Montreal,' containing electro-plate and silverware for 'Dominion steamers, valued at $79.08, &c., have been imported by and for the use of 'the Dominion Government or a department thereof.'

This certificate is signed by Colonel Gourdeau, giving his official rank as Deputy Minister of Marine and Fisheries.

Attached thereto is the invoice, and in the margin of the invoice is the following:—

'This is the invoice referred to in my certificate, dated this day and attached 'hereto. (Signed). F. Gourdeau, Deputy Minister, Marine and Fisheries.'

It was alleged that this silverware was imported for the personal benefit of the deputy.

In giving his evidence before me this certificate was read to Colonel Gourdeau, and the following questions were put to him (page 6280, volume 14):—

'Q.....The information I have is that those goods were not for the Domin-'ion Government or a department of the Dominion Government, but for yourself?—'A. No, I do not believe it.

'Q. What is the fact?—A. I do not know how it is. It must have been given to me to sign by a clerk of the department. I do not know.

'Q. Did these goods not go to your own house?—A. I do not believe it, no.

'Q. Look and see; here is the invoice?—A. That is prepared by an officer of the 'department from some place; he would have asked me to sign that, and I would sign 'it.

'Q. Have you looked at the invoice?—A. I do not recognize that as anything I 'bought from them.

'Q. Did these goods go to your own house?—A. No, I never bought goods to that 'amount.

'Q. Were they presented to you?—A. No.

'Q. Or at your house?—A. No.

'Q. Were they admitted duty free?—A. That I cannot tell you; I have purchased 'and I got the account for the goods from Mr. Coghlin, and I paid for them.'

Since the inquiry I have received a letter from Colonel Gourdeau, and in justice to him I quote it in full. It is dated December 29, 1908:—

'Since my examination in the matter of the Marine and Fisheries investigation, 'I have made inquiries concerning the certificate issued with reference to the non-'payment of duty on a quantity of silverware bought by me. The certificate in ques-'tion was signed by myself under the impression that it related to goods purchased 'for the department. As I can be no longer under that impression, I thought it my 'duty to refund to the Customs authorities the sum of $15.82, which is the amount of 'duty on the goods in question.

'I may add that the certificate in question was not prepared by me, and was signed 'with several other official documents prepared in the same way and presented to me for 'my signature as deputy minister, and the officer who prepared the certificate, Mr. 'Stumbles, has assured me that he did so in the belief that the articles were for the use 'of the government.'

I would imagine the memory of a witness in 1905 should have been as good as in 1908.

THE 'KING EDWARD.'

This vessel was chartered by contract contained in letters of May 31, 1904, and June 2 of the same year, for four months, at the rate of $125 per diem from Holliday Brothers.

At the time of the contract Holliday was receiving from the government, in addition, the sum of $50 per day for carrying mails.

In addition to this the owners had the right to carry freight.

In his evidence Holliday states as follows. (Page 5341, volume 12.) After referring to letters of August 8 and 11:—

'Q. Now, you have already told us that during this time the outside earnings of 'the ship daily were about equal to the $175 a day under the two contracts?—A. Yes, 'sir.'

I think that this amount is over stated, and in a subsequent part of Mr. Holliday's evidence he states it would not amount to that. The exact amount is not given.

The contract was deliberately made. The purpose for which the steamer was chartered was well known to both the deputy minister and Holliday. The contract was entered into by the deputy minister. It was a contract for the use of the steamship during the months of June, July, August and September, needless to say, the least stormy months of the year.

Holliday, instead of being paid the contract price, received about $6,600 more than he was entitled to.

He was paid at the rate of $200 a day, and, apparently with the object of showing zeal for the interests of the country, he was docked $20 a day as an offset against the personal use of the steamer by him in carrying freight, &c.

He received $180 a day, or about $6,600 more than he was entitled to.

Unless all written records are to be brushed aside, and evidence of a very loose character is to be accepted in lieu thereof, the finding must be as I have stated above.

It is sought to place the responsibility for this disregard of the contract and the overpayment on the late Minister, the Honourable Mr. Préfontaine, I think there is no foundation for such a contention.

Reliance is placed upon a memorandum, which I set out:—

'(Memorandum for Deputy Minister):

'The construction work in the Gulf of St. Lawrence last year was carried out with 'the assistance of the steamer *King Edward,* chartered at the rate of $180 per diem, 'and which at the same time had work of her own to perform which greatly handi- 'capped the department.

'There is a large amount of work to be done this season in the Gulf, and it is 'advisable that his branch of the department should have a boat absolutely at its dis- 'posal for construction work. I would strongly recommend that a suitable boat be 'purchased, and fully believe that the cost to the department in a few years would be 'much less than if a boat is to be hired each season as was done last year.'

It is signed: 'B. H. Fraser. Dated Ottawa, Ont., 17-1-1904.' This is manifestly a mistake for 1905

Below in ink is the following:—

'I concur. This boat should be under our orders, and at our disposal, and not 'under agent's control, and should be first of all a cargo boat.—W.P.A., 17-1-'05.'

At the foot of this is: 'Memorandum Prepare statement of expenditure of hiring boats' (Signed) R. P.'

There is not a tittle of evidence on the file indicating that the late Minister was aware of the terms of the contract. In point of fact the contract was not a contract at the rate of $180 per day. The contract was at the rate of $200 per day, the contractor, Holliday, being subsequently docked $20 a day, on the alleged ground that he had been utilizing the boat for his own purposes.

This memorandum would no doubt be placed before the late Minister, but it does not, in my judgment, prove that he was aware of any change in the contract as originally made from $125 per day to $200 per day.

Since the hearing I have been furnished by Colonel Gourdeau with another document, namely, a report to His Excellency the Governor General in Council, dated March 22, 1905, Report Book No. 12, page 52.

This is a report signed by the late Minister, Mr. Préfontaine. It is a report dealing with a number of matters. The clause in this report, upon which reliance is placed to show that the late Minister was aware of the change of the contract from $125 per day to $200 per day is as follows:—

'The undersigned has the honour to report for the information of Your Excellency 'that owing to the large amount of work in connection with the proposed new aids 'to navigation in the form of building new lighthouses, placing new buoys and the

'installation of new Marconi stations and submarine bells it is absolutely necessary 'that the department should be provided with another construction steamer. Last 'season, in order to carry out the necessary work, the department, in addition to using 'its own vessels, was compelled to charter the steamship *King Edward* and also to hire 'schooners to carry freight and materials to different parts of the Gulf, which hire 'and charter cost the department the large sum of $36,370, and the work performed 'did not give satisfaction.'

The Minister was no doubt in this report referring to the accounts and the outlay. The statement is not merely confined to the charter of the *King Edward,* but also to the hire of schooners to carry freight and material to different parts of the Gulf.

A careful perusal of the correspondence on file relating to this matter demonstrates that so far as the correspondence is concerned it cannot be gathered that the late Minister had anything whatever to do with this variation.

Repeatedly during the examination of Colonel Gourdeau he stated that he could bring evidence to corroborate his statement that the variation took place with the assent of the late Minister. The witness referred to was Mr. Power, late member for Quebec. I invited Colonel Gourdeau to produce the evidence. No such evidence has been given, and I have to judge of the matters on the evidence adduced before me. In a great many respects the evidence of Colonel Gourdeau was unsatisfactory and contradictory.

On the file there is inserted a document which purports to be a charter party made on the 18th day of June, 1904, 'Between His Majesty, King Edward VII., represented herein by the Honourable Raymond Préfontaine, Minister of the Marine and Fisheries of the Dominion of Canada, and Holliday Brothers, owners of the steamship *King Edward.*' This purports to be a charter of the steamship from the 18th of June, 1904, until the 30th of September, 1904. It contains the stipulation:—

'The said minister covenants and agrees to pay to said owners of the steamship '*King Edward* the sum of $200 per day of 24 hours for each and every day that the 'said steamer *King Edward* is engaged in the service of delivering lighthouse con-'struction material for the stations refered to.'

This contract is not executed on the part of the Crown. The evidence shows that it was not executed by Holliday Brothers until late in the fall of 1905. The payments to Holliday had been made on June 17, 1905.

On November 16, 1905, the Auditor General wrote to the Deputy Minister of Marine a letter in which he states:—

'Sir,—I beg to ask for explanation of a payment of $20,792.50 made to the 'People's Bank of Halifax for steamship *King Edward* and owners by cheque No. '22145 of the fiscal year 1904-5. Was there an agreement with the owners of the 'steamer *King Edward* as to the price to be paid for the steamer when used by your 'department? If so, please send me a certified copy of it.' and so forth.'

'In answer to this letter the deputy minister wrote to the Auditor General a letter dated December 26, 1905, in which he states:—

'Sir,—With reference to your letter of the 16th ulto., asking for an explanation 'of a payment of $20,792.50 made to the People's Bank of Halifax for the steamship '*King Edward* and owners by cheque No. 22145 of the fiscal year 1904-5, I beg to 'enclose herewith copy contract entered into between the owners of the *King Edward* 'and the department.

'You will notice that according to the contract the owners of the *King Edward* 'were entitled to $200 and also a reasonable remuneration for extra work when re-

'quired for discharging material, &c., but only $180 a day was granted because the 'owners of the steamer carried some of their own freight. This reduction of $20 a 'day was considered a very fair indemnity to the department.'

It must be observed in reference to this letter that there was no contract in writing in existence, except the contract evidenced by the letters of May 31, 1904, and June 2, 1904.

The contract referred to in this letter to the Auditor General was the alleged charter party of June 18, 1904, signed by Holliday, not by the Crown.

In dealing with this alleged change of contract Holliday states as follows:—

He is referred to his letters, one of May 25, 1904, to William Power, member of parliament, Ottawa, in which it is stated:—

'We have been invited by the representative of the Marine and Fisheries Depart- 'ment here to tender for carrying supplies and construction material for lighthouses as 'far down as the Straits of Belle Isle. We have tendered our services with our steam- 'ship *King Edward* at the rate of $200 a day, the vessel being available in the month 'of July.'

This offer was not accepted, and on May 31, 1904, Holliday wrote to the deputy minister as follows:—

'We now beg to confirm our verbal agreement of yesterday *re* charter of above 'vessel for period of four months dating from 'time she commences taking cargo, 'on or about June 20, at the rate of $125 per day, we to provide everything necessary 'for the running of the vessel. As agreed, the vessel of course will be allowed to 'land her mails, &c., at certain times when coming to and from points she may be 'ordered to by your department, which may detain her a few hours, &c.'

A letter of May 25, 1904, has been previously written to the deputy minister tendering the steamship at the rate of $200 per day.

This offer was accepted by letter of the deputy of June 2, 1904.

Holliday in his evidence (page 5318, volume 12) states:—

'Q. Now, following upon that apparently you were not able to make the contract 'at that price, and then you agreed to take $125 a day instead of the $200 which was 'previously asked: That is the position, according to this correspondence?—A. 'Apparently, yes.'

(Page 5321, volume 12):—

'Q. We have passed for the moment this contract with regard to the *King* '*Edward*. As I understand you, what you say is there was a definite and distinct 'contract made in the regular way as a business matter for the chartering of that 'vessel at $125 per day?—A. Yes, sir.

'Q. That is right?—A. Yes.'

He is referred to the contract for carrying the mails:—

'Q. Now, you had a contract with the Department of Trade and Commerce for 'the carrying of mails?—A. Yes.

'Q. At the same time?—A. Yes.

'Q. And under that contract you were to be paid how much?—A. $8,000, I think.

'Q. That would amount to $50 a day?—A. Eight months.'

'Hon. Mr. CASSELS.—She would run from June 20?—A. About $50 a day.

'Mr. WATSON.—So there is no mystery about that. That is the way it was paid, '$50 a day. That contract was current then at the time this contract was made for 'the *King Edward* at $125 a day?—A. Yes.

'Q. So for the use of that ship in the double way you would be earning 'through her $175 a day for the two contracts?—A. The way you put it, yes.

Then he puts it, with the additional right to carry freight. (Page 5322, volume 12):—

'Q. Of course, that was remnueration you were to receive for the special service 'indicated, and in addition to that you had the right to carry traffic otherwise as you 'could?—A. Yes.

'Q. That, of course, is personal business of your own with other people, but I 'mean to say you were having a distinct and positive revenue from other sources 'from day to day?—A. Yes.

'Q. Probably equal to the revenue you were getting from the department, proba-'bly so, I do not want——?—A. Yes, probably.'

In reference to the change he puts it as follows at the foot of page 5323:—

'Q. Was there any variation from that contract?—A. Yes or no, please?—A. I 'mean—there must have been, there was, yes.

'Q. There must have been?—A. Yes.

'Q. Notwithstanding the signing of that contract did you afterwards claim $200 'a day from the Marine Department instead of $125 a day?—A. I believe we did.

'Q. Do you mean to say you are not quite certain—speak up, Mr. Holliday—'are those matters uncertain matters in your mind?—A. No, they are not uncertain. 'What I have seen of the accounts since, we got more than that.

'Q. From what you have seen of the accounts since you got more than that?—'A. Yes, since the investigation.

'Q. Do you mean to say, then, that is about all you know about it, that you 'observed since from the accounts you got more?—A. No. I was aware we were sup-'posed to have got $200.

'Q. You were supposed to have received $200 a day?—A. Yes.

'Q. Notwithstanding the fact, you made this contract at $125 a day, is that 'right?—A. Yes.

'Q. I see. And you were supposed to be receiving that from the commencement? '—A. Yes.

'Q. From the commencement, notwithstanding the contract. And you got that 'supposition from whom?—A. Mr. Spain.'

Later on (page 5325, volume 12) he puts it this way:—

'Q. So that you say now that at a little later time you supposed you were get-'ting $200 a day from the commencement, is that right?—A. Well, yes.

'Q. What is right—A. At a later date.

'Q. Tell me when that was, please?—A. Well, I don't remember quite, but I 'remember talking to Mr. Power about it, and Mr. Power went over and saw the 'Minister of Marine.

'Q. How do you know?—A. Because he told me.'

(Page 5326, volume 12):—

'Q. You told Mr. Power. I assume, that you had signed this contract at $125 a 'day, did you?—A. I don't know that.

'Q. Eh?—A. I would not say that.

'Q. You would not mislead Mr. Power?—A. No. I didn't say I was misleading him, but I don't know how the question came up.

'Then you are not sure you told him you had made a contract at $125 a day?—'A. No.'

'Q. Then I gather from what you say that you received some expression of sym-'pathy from Mr. Power and he was to intervene for you?—A. Yes.'

This is the manner in which Mr. Holliday explains the entering into of the alleged new contract.

Colonel Gourdeau, in his evidence, puts it as follows (page 5533, volume 13):—

'Q. It is a fact a definite contract was made by correspondence with Holliday 'Brothers for the chartering and use of the *King Edward* at $125 a day?—A. The "file——

'Q. Do you recollect that?—A. No. The file would show that. I would not 'recollect that; I have not been in touch with the department since 1st of April last.

'Q. You would not recollect that fact?—A. No.

'Q. The correspondence, I see, was with you directly?—A. Certainly, but I would 'not know what it was without looking over the file and verifying the thing; without 'doing that I would not undertake to say.

'Q. Well, we find that such a contract was made. Was that in the ordinary 'and regular course of business of the department?—A. For the contract to be made?

'Q. Yes?—A. Yes.'

'Q. What would you want to make a contract for?—A. Oh, to settle the obliga- 'tions on both sides.'

'Q. Now, I find by the correspondence that before that contract was made Holli- 'day Brothers, by letter, asked for a larger sum, that is, they asked for $200 a day?— 'A. For the *King Edward*?

'Q. For the *King Edward*?—A. Yes.

'Q. And after that was refused to them, $125 a day was fixed upon. That would 'be a matter of consideration?—A. Yes, certainly.

'Q. And no doubt use your best judgment upon the matter?—A. Yes.'

He is asked (page 5537, volume 13):—

'Q. Now, will you explain, Colonel Gourdeau, how it came about that having 'made that contract, another contract was subsequently made and acted upon at a 'rate of $200 a day?—A. I could not remember that. I would like to read the file.'

'Q. Just wait, please. That an application was subsequently made by Holliday 'Brothers for an increase, and that you then wrote to Mr. Gregory referring to that 'application for an increase and asking him to consider it?—A. And report.

'Q. And report; and if he thought it reasonable, then that he was to certify the 'accounts for the increases?—A. Yes.

'Q. Was that in the ordinary course of business?—A. If reasons had been given 'to increase that it would certainly be left to the agent to make a report upon.

'Q. If reasons had been given?—A. Yes.

'Q. Well, the reason given was that the man wanted more?—A. Well, I could 'not give any opinion or give any satisfactory answer without looking over the file.'

His examination was adjourned for the purpose of enabling him to examine the file.

It appears that Holliday proposed to meet the deputy in Ottawa, and a meeting took place about May 27 or 28, 1904, and the offer of $125 was made.

Referring to the letter (page 5779, volume 13):—

'Q. There is a definite distinct offer for $3,750 per calendar month?—A. Yes.

'Q. And that offer was made apparently after Mr. Holliday came to Ottawa?— A. Yes.'

This sum of $3,750 per calendar month is at the rate of $125 a day.

He explains (page 5780, volume 13):—

'A. I took upon myself to offer that price, but there was no acceptance on his 'part. He said he would go to Quebec and consider it.

'Q. No acceptance on his part?—A. No.

'Q. He did not tell you he would accept it?—A. No. He was very much annoyed 'at my offering him that amount.

'Q. He was. Then on June 2 he writes in answer to your letter of May 31, 'which was written the same day as his letter, you see?—A. Yes.

'Q. You wrote him on the 31st, offering $3,750?—A. Yes.

'Q. He wrote you on the same date seeking to confirm what he understood to be 'a verbal agreement. Then on June 2 he wrote you: "We beg to acknowledge 'receipt of your favour of the 31st *re* chartering of steamship *King Edward,* which 'proposition we are pleased to accept." So there was a clear acceptance?—A. Yes.

'Q. Now, that constituted a contract between him and the department, did it 'not—A. Yes, so far.'

(Page 5782, volume 13):—

'Q. .....Well now, after that the contract was apparently departed 'from?—A. Yes.

'Q. Departed from. And after that, and on June 18—that is a little more than 'a fortnight afterwards?—A. Yes.

'Q. A document is produced of date June 18, a little bit more than a fortnight 'after the acceptance and making of the former contract, whereby a new contract 'is made at the rate of $200 a day?—A. Yes.'

As I have mentioned before, this document dated June 18, was not prepared or signed until late in the following year of 1905, and has never beeen completed by the signature of the minister.

He proceeds to state that the contract was varied with the sanction of the minister (page 5783, volume 13):—

'Q. Yes. Can you show me any record of the sanction of the minister?—A. No.

'Q. You cannot?—A. But Mr. Power can testify to that.

'Q. .....A. I would not mention that unless I had somebody to cor- 'roborate what I am telling you.'

Then he states that there is nothing on the file which shows any recognition by the minister (page 5784, volume 13):—

'Q. There is no record of any endorsement of it by him (Mr. Prefontaine). 'The rule is that all contracts are approved by him in writing in one form or another: 'is that not the rule?—A. A memorandum.

'Q. Is it not so?—A. Yes.'

I asked him (page 5785, volume 13):—

'Q. Can you give us the date? (Referring to the change.)—A. I cannot give 'you the date.

'Q. Can you say how long after June 2?—A. I could not tell, my lord.'

A memorandum dated July 4, was produced. It is signed by O. G. V. Spain, and is headed, 'Memorandum for Deputy Minister.' It states:—

'"In reference to the minister's note in regard to the chartering of the *St.* '*Lawrence*" and so forth. It goes on to state that two boats had been suggested 'for the work, one the *King Edward,* the other the *Polino.* Then occurs the follow- 'ing: "Holliday Brothers originally asked $200 a day for the chartering of this 'vessel, but the department arranged to charter her for the sum of $125 a day." On 'this memorandum appears in red ink in the deputy minister's handwriting, "Min- 'ister satisfied with explanation. F. G. 6-7-'04."'

He is referred to this as showing that up to that date at all events there could have been no understanding of a variation of the contract as alleged by himself. He is confronted with this memorandum, and he is asked, referring to the memorandum (page 5789, volume 13):—

'Q. Is that right, do you think?—A. No, I do not think it is right.'

* * * * * * * *

'Q. You put in the date yourself, July 6?—A. The date I initialled it.

'Q. Yes?—A. Yes, I might have initialled that long after it was prepared.'

(Page 5790, volume 13):—

'Q. But how could that be? This is signed by Mr. Spain, and signed by you, 'and here it is. Now, you say the minister agreed to the $200 a day about the time 'of the making of the contract?—A. Yes.

'Q. And your memorandum is: "Minister satisfied with explanation." Signed 'with your initials 6-7-1904?—A. That refers to all those different steamers.

'Q. It refers to what is written there I suppose?—A. Yes.

'Q. Yes. Now, what have you got to say about the minister in the face of that? —A. I have got to say that the minister decided to give him $200 a day.'

* * * * * * *

Q. Then was this a correct record, or an incorrect record?—A. I do not think it is a correct record.

'Q. Oh, you think this is an incorrect record?—A. Yes.

'Q. It is on file?—A. Yes.

'Q. Numbered?—A. Yes.

'Q. Dated?—A. Yes.

'Q. In the regular way?—A. That does not make any difference.

'Q. Signed by you, and an incorrect record?—A. Yes, so far as the *King Edward* 'is concerned.'

A letter is written by Mr. Gregory, the agent at Quebec, to the Deputy Minister. That letter is:—

'I have the honour to request that you please send me a copy of the contract 'made with Messrs. Holliday Brothers for the service of the steamer *King Edward,* 'that I may know what are really the conditions they contracted to carry out.'

There is a memorandum on this by Mr. Stumbles referring it to Commander Spain and stating, 'The contract was not made out by me and I know nothing concerning it. W.W.S.'

On July 29, 1904, in answer to Mr. Gregory, Colonel Gourdeau writes:—

'Answering your letter in regard to the contract made with Messrs. Holliday 'Brothers for the service of the steamer *King Edward,* I beg to inclose you a copy 'of the department's offer dated May 31 last, and their acceptance of same dated 'June 2, 1904.'

According to his evidence, long previously the contract had been changed and the sum of $200 a day agreed to be paid.

He is asked to explain. (Page 5793. Volume 13):—

'Q. The 29th July. You have said it was in existence a considerable time before 'that. Is this letter incorrect?—A. No. It was aranged, but we wanted to have 'the opinion of the agent before it was definitely settled.'

* * * * * * *

'Q. Is this letter a correct statement of the facts?—A. Let me see that letter. '(Peruses letter). Yes, that letter was prepared by——

'Q. I did not ask you who it was prepared by. Is that a correct statement of 'the facts?—A. No, it is not.'

* * * * * * *

'Q. Let me have it again. We have it answered to-day. I do not want any 'possible misunderstanding. On July 29, 1904, the date of this letter, was there 'an arrangement between the department and Holliday Brothers that Mr. Holliday 'was to be paid $200 a day? That is a very plain, simple question?—A. I think there 'was.

'Q. You think there was?—A. Yes

'Q. That arrangement was represented by the contract which is here signed by 'him?—A. Yes.

This answer refers to the written document of June 18, which in point of fact was not signed until the following fall and long after the payment had been made.

Referring again to the letter of July 29, the question is put:—

'Q. Of course, that makes it a very clear misstatement of fact in this letter?—
'A. It looks like it.

On August 1 a letter was written by Holliday Brothers to the late Minister, in which they point out:—

'We beg to call your attention to the fact that since taking up the contract with 'your department for the carrying of construction, &c., our ship, the *King Edward*, 'has been constantly running, consequently our working expenses are much greater 'than we had at first anticipated.'

It proceeds to point out the extra expense to which they have been put.

'Q. We have good reason to believe that so far the work has been done to the 'entire satisfaction of your department, and therefore think we are entitled to $200 'a day, the amount we originally asked for.'

That letter was forwarded to the agent in Quebec by a letter of August 8, 1904, in which the deputy states:—

'I am forwarding you to-day copy of a letter from Messrs. Holliday Brothers, 'Quebec, in reference to the steamship *King Edward*. I shall be obliged if you will 'communicate with me and let me have your opinion in regard to the matter about 'which they write.'

It was pointed out to Colonel Gourdeau in his evidence that this letter was signed by Mr. Magee (page 5796, volume 13):—

'Q. .....This is signed by Mr. Magee for the Deputy Minister of Marine 'and Fisheries?—A. Yes.

'Q. Did you see that letter?—A. Yes.'

Colonel Gourdeau left for British Columbia on August 10, 1904, and returned on September 3.

On October 11, 1904, a letter was sent to the agent at Quebec by the deputy minister, as follows:—

'I have to inclose some accounts from Holliday Brothers of Quebec, &c. You 'will notice that this firm is charging at the rate of $200 per diem. The rate agreed 'upon by the department was $125 per day. I shall be glad to hear from you if you 'consider this extra amount fair and just on account of the particular character and 'hardship and wear and tear of the vessel which was necessary, and if so, you will 'certify to the account.'

The agent at Quebec replied by letter of October 21, 1904, acknowledging the receipt of the letter of the 11th instant and inclosing the accounts of Holliday. He states —

'You will notice from my former correspondence that I protected Messrs. Holli-'day Brothers' interests all I could, compatible with my duty. Messrs. Holliday 'Brothers have made out the time of their vessel at $200 a day. I consider this a fair 'allowance for the work she had to do in the localities where she performed that 'work, if employed solely for the department, but as the vessel lost some time on each 'trip below going and coming for the benefit of Messrs. Holliday Brothers' own 'trade, I think some deduction should be made. I have told these gentlemen so, but 'I regret to say they appear to attribute wrong motives to the manner in which I 'tried to settle this matter.'

On October 27, 1904, the deputy minister wrote the agent at Quebec acknowledging receipt of October 21:—

'In reference to the payment of $200 a day to these gentlemen for the use of 'their vessel, I shall be glad if you will be good enough to suggest what deduction 'you think should be made from this per diem allowance on account of the time 'which the vessel lost on each trip looking after the owner's own trade.'

He is asked (Page 5812, Volume 13.):—

'Q. Now, Mr. Gourdeau, throughout this correspondence after June, there is not 'the slightest reference in the world to this contract for $200 a day, dated the 18th 'of June. How do you account for that?—A. It is an unfortunate occurrence, but 'the thing is without doubt. It was arranged he should get $200 a day, and the 'conditions were not the same as when he was getting $125.

'Q. And these statements in the letter?—A. Are unfortunately in error.

'Q. They are false?—A. Well, they are not correct.

Q. I point out to you, Colonel Gourdeau, it is not a matter of any inaccuracy 'or mistake. It must necessarily be a matter of deliberate misstatement, is not that 'so, plainly so?—A. Yes, that letter looks like it.'

On November 11, 1904, a letter was written apparently by the deputy, but it would appear that it was not signed by him, but by W. L Magee

Apparently a letter was written on November 20 to the agent at Quebec, and on December 4 a telegram was sent:—

'J. U. Gregory, agent, Marine and Fisheries Department.—Department awaiting 'information asked for in letter, November 20, in reference to *King Edward.*'

'Signed by Deputy.'

It being pointed out that these were inconsistent with the story told, the deputy answers (page 5830, volume 13):—

'Q. Well, the letter and the telegram are absolutely inconsistent with the facts, 'are they not?—A. Yes.'

Again, referring to the correspondence (Page 5831, Volume 13.):—

'Q. .....Now, Mr. Gourdeau, that letter is also a plain misrepresenta- 'tion of the facts, is that not so?—A. I think it is.'

(Page 5834, volume 13):—

'Q. Then, there is a letter from Mr. Gregory, of the 21st December, to you. '(Reads letter, part of Exhibit 416.) That was the first time apparently that it was 'signed by Holliday Brothers?—A. Yes, that had been neglected.

'Q. Yes, December 21, 1905. (This refers to the contract placed on file and 'bearing date June 16.)'

Referring to the late minister (Page 5835, Volume 13):—

'Hon. Mr. CASSELS.—As far as he is concerned (referring to Mr. Préfontaine) 'there is no proof whatever of any contract by him.

'Mr. WATSON.—No. Now, that is the condition of affairs?—A. Yes, as it looks 'on the file?—A. As it looks on the file.

'Q. As it looks on the file?—A. Yes.'

To my mind it is impossible to read this evidence and correspondence and to come to any other conclusion than that which I have stated above.

I pass over the purchase by the deputy of the gasoline launch from Beauchemin and its subsequent sale to the department by Cunningham. The evidence can be perused by any one.

The Coghlen purchase of silverware for the *Montcalm* has some new light thrown upon it by the evidence of Mr. Coghlen's son given in Montreal.

J. B. A. BOUDREAU.

Mr. Boudreau is the assistant accountant of the Marine Department.

The charge is made against Boudreau by VanFelson, who was the manager of the Peoples Bank of Halifax in Quebec, that he (Boudreau) demanded $3,000 as the condition upon which the amount due Holliday for the service of the *King Edward* in 1904 should be paid. I have referred to the *King Edward* contract dealing with the position of Colonel Gourdeau.

The amount due Holliday in respect to this contract and for other services was the sum of $30,400. This was paid on June 17, 1905.

The whole story as stated by VanFelson is wrapped in mystery. I understand the case will come before a jury in Quebec, and possibly they will be able to unravel it.

Before dealing with the evidence there are a few salient facts that should be considered.

(1) The evidence of Holliday, to say the least of it, is far from satisfactory. In his earlier evidence in regard to his cheques (page, 2606, volume 7):—

'Q. Have you got the cheques?—A. No. These cheques are missing from 'February, I think it is, from February up to 1st July.

'Q. February, 1905?—A. February, 1905.

'Q. What bank?—A. The Peoples' Bank of Halifax.'

Now, knowing his cheques were destroyed, he will not pledge his oath that he did not sign three cheques for $1,000 each, as stated by VanFelson. He takes the position: Produce the cheque and I will admit them.

(2) In his ledger there was a special account. This sheet containing the account three months or thereabouts before the hearing in Quebec was moved from the ledger and transferred to another ledger without, it is stated, the authority of Holliday. It is sworn by the clerk that the sheet is the same sheet. There was no reason for the substitution of this sheet from the old ledger to the new. It may be that the transferred sheet gave no information of use in this inquiry. I should have liked the privilege of seeing the sheet as it was in its propr resting place.

(3) Holliday received about the sum of $6,600 for the services of the *King Edward,* which he never should have received.

(4) VanFelson states that he (Holliday) signed three cheques for $1,000 each. He thinks he cashed them, one at the Banque Nationale, one at the Quebec Bank and one at the Bank of Montreal.

It is proved that a cheque of Holliday Brothers drawn on the Peoples Bank was cashed at the Quebec Bank on June 19. This cheque was for $1,000.

It is also proved that two cheques for $1,000 each, drawn on the Peoples Bank, were cashed by the Banque Nationale on June 16. Each of these cheques was for the sum of $1,000. It is not proved that these two latter cheques were cheques of Holliday Brothers. There is no proof by whom they were signed.

It is shown, however, by the production of the books of the Peoples Bank that to the steamer account of Holliday Brothers the sum of $30,300 was deposited on June

17. (The extra $100 is not accounted for.) On June 17 the steamer account of Holliday Brothers was charged with $1,000. June 17 was a Saturday. On June 19 the steamer account of Holliday Brothers was charged with the sum of $4,018.86.

(5) It is difficult to understand what motive VanFelson could have in fabricating the story.

Now, on the other hand, certain salient facts must be considered.

(1) It is difficult to understand why anyone would advance the $3,000, as detailed by VanFelson, prior to the account being paid. Had the allegation been that a bargain was made prior to the payment and carried out subsequently when the account was paid, I could understand it.

(2) As the case was presented to me the three cheques must have been cashed prior to June 6, otherwise the corroborative evidence of Lawrence falls to the ground.

(3) There is no evidence forthcoming of any cheques cashed prior to June 16.

(4) VanFelson, in his evidence, shifted his ground.

(5) Boudreau gives an absolute denial to the whole story. In addition he states he never was in Quebec in June; he may have been in May. The attendance book corroborates him, except as to May 13 and June 17, each of these days being a Saturday.

As a rule I would not place too much stress on dates, nor would I rely too much on the attendance book. In this case, however, as it has been presented to me, dates are of importance. The alleged payments must have been prior to June 6, or the evidence of Lawrence is fabricated. He left on June 5 or 6, and was not in Quebec subsequently.

In the evidence at the trial VanFelson alleged in the most positive manner that the transaction in question occurred somewhere between June 5 and 12.

Lawrence, the accountant, was called to corroborate him. He gave positive evidence to the effect that Boudreau was in Quebec, that he shook hands with him, having known him before, and that VanFelson called his attention to Boudreau and asked him to remember him. He also states that he saw VanFelson go out for the purpose of getting bills, and that he saw the bills in his hands when he came back. He deposed in the most positive manner to these facts. He, however, pointed out that he left the bank early on June 5 or 6 of that year, and the occurrence, he thinks, took place towards the latter part of May.

This being the statement of Lawrence, and the evidence of VanFelson being positive that Lawrence was present on the occasion in question, VanFelson had to withdraw some of his statements and place the date of the occurrence somewhere towards the end of May or the beginning of June.

Every possible effort was made to try and trace the cheques in question. All the banks were inquired of. There is no trace of any cheque of Holliday's except, as I have stated, of June 19 and 16.

I have come to the conclusion that on the evidence as presented before me the case against Mr. Boudreau is not proven.

MR. DESBARATS.

So far as the evidence before me is concerned, Mr. Desbarats appears to be a most capable and efficient officer.

I have nothing to find against him other than the remarks which I had occasion to make in referring to the Halifax evidence.

COLONEL W. P. ANDERSON.

In regard to Colonel Anderson I find that any charge of lack of conscience or improperly receiving gratuities is without any foundation.

In dealing with the Diaphone Fog Signal I had occasion to make some remarks in regard to his connection with the purchase of these signals.

When at Quebec Mr. Parent gave evidence. He was appointed engineer of construction. It would appear from his evidence that he was under the impression this involved the right to purchase materials, and having made inquiries he found that brick could be purchased at a price about $1.50 per thousand less than what was being paid by Mr. Gregory for brick of a similar quality.

On March 17, 1906, he wrote a letter to Colonel Anderson, which reads as follows:—

'With further reference to your letter of the 14th instant, I am sorry to see that 'the explanations furnished in my letter of the 5th instant have not been found "satisfactory. I signed this account because I knew perfectly well that later or 'sooner the account would have to be paid out of the construction vote.

'When I first arrived in Quebec I was handed over all construction matters and 'expected to control, more or less, the issuing of the orders as well as the cost of 'materials. Later on, and this in the presence of Mr. B. H. Fraser, I was severely 'called down by the agent for inquiring from outsiders the market value of certain 'articles, such as brick, &c. I was simply forbidden to do so. After the discussion 'between Mr. Fraser and the agent, it was decided that in the future I certify to the 'articles received and wanted. Later on again when Mr. Fraser was in Quebec it 'was furthermore agreed that all the orders for the purchase of goods, whether for 'construction or other purposes, were to be signed by the agent. You can judge by 'the above the position I am in, and I do not know exactly how I am to certify 'accounts and be kept responsible for the expenditure when I cannot control the 'prices or purchase of materials myself. It seems to me that these various orders 'or understandings could be somewhat amended and that I should be told exactly 'what to do, as at present matters seem to me to be pretty well mixed up.

'I have always endeavoured to remain on good terms with the officers of the 'agency, as I felt this to be the desire of the department.'

Then he says:—

'I am furnishing you the above information under private seal. Mr. Fraser 'knows all about this, and could give you more details.'

In answer to this letter Colonel Anderson wrote the following letter:—

'March 23, 1906.

'Sir,—Replying to your personal letter of the 17th instant, with reference to your 'certifying accounts for construction, I have to advise you that Mr. Fraser's intention 'was to have you certify only to the correctness of the quantities and the amount of 'labour, leaving Mr. Gregory responsible for the prices. Mr. Fraser is going to Quebec 'to see you and Mr. Gregory, and will discuss this and other matters personally with 'you. At the same time I cannot too strongly impress on you the necessity for 'economy throughout the coming year, as we have not had proper control over our vote 'during the present year.'

This was an intimation that excessive prices were being paid.

Colonel Anderson took no steps to bring the matter to the attention of the authorities other than, as he states, to lay the letter of Parent to himself and his answer before the deputy.

B. F. Fraser was Colonel Anderson's chief clerk, and I would have thought that inquiry would have been made of him as to the truth of the statements contained in Mr. Parent's letter, and some notice taken of the allegations.

The Deputy denies any knowledge of the letter. In any event, the mere placing of the letter before him and the answer would not convey the purport of Parent's complaint.

Colonel Anderson explains this in this way (page 6435, volume 14):—

'Q. Did Mr. Fraser tell you that that had all taken place in his presence?—A. I 'do not remember the substance of the conversation now.

'Q. It is not very old; this is March, 1906?—A. My own feeling in the matter was that I was absolutely helpless under the existing organization.

'Q. You are the chief engineer of the whole department?—A. I may be the chief 'engineer of the whole department, but I had no right to purchase anything in Quebec; 'everything had to be purchased through the agent.'

I think under the circumstances the attention of the Deputy should have been called to this information conveyed by Mr. Parent.

In the report of the Civil Service Commissioners various matters are referred to in connection with the administration of Colonel Anderson's department.

I have nothing to do with the manner in which the engineering department was conducted.

I may say, however, in justice to Colonel Anderson, most of the matters complained of by the Civil Service Commissioners were satisfactorily explained in his evidence given before me. I think it a pity that he had not been asked for personal explanations by the commissioners.

COMMANDER SPAIN.

In the evidence of the Auditor General given before me the following letter, dated June 24, 1907, to the Deputy Minister, is set out (page 6011, volume 14):—

'I think you told me about a year ago that you informed Commander Spain 'that it would be necessary for him to give you a memorandum whenever he proposed 'to leave Ottawa on government business, &c., 'For the purpose of checking his 'account of travelling expenses. I have to request that you will furnish me with a 'statement giving the dates of his departure and return and the nature of the busi-'ness on which he was engaged during the nine months ended March 31, 1907.'

On November 7, 1908, the Auditor General wrote Mr. Desbarats, acting deputy minister, as follows:—

'I wish to call your attention to the accounts of Commander Spain of your 'department for travelling expenses for the fiscal year 1907-8, and to say that not-'withstanding the fact that these accounts appear to have been approved by Colonel 'Gourdeau, deputy minister, I cannot accept them, as they bear on their face the 'too evident appearance of incorrectness. It is almost an impossibility for this office 'to test anything more than the methematical correctness of an account for travel-'ling expenses unless we take unusual and distasteful means to obtain information. 'It is sufficient under the Consolidated Revenue and Audit Act to have the accounts 'bear evidence of having been examined by the department having control and

'vouched for by some officer having a personal knowledge of the expenditure, and 'in most cases this is found sufficient. For various reasons, I cannot, in the case of 'Commander Spain's account, accept these conditions.

'On an examination of his accounts for 1904-5 they were found to bear such 'evidence of incorrectness that unusual means were adopted, with the result that 'about one-sixth of the whole sum had to be refunded, and the circumstances were 'such that the deputy minister undertook to say that future accounts should be 'correct.

'The present difficulty appears to be a continuance of the practice complained 'of in 1904-5, namely, charges for railway fares, &c., when, in my opinion, no travel- 'ling such as charged for was done.

'In confirmation of this opinion, I enclose you a statement showing cases where 'Commander Spain was sitting in his court as Wreck Commissioner at Montreal 'on certain days, while, according to the charges in his account for railway fares, '&c., he would have appeared to have been in other parts of the country. As the 'records actually show that he was in Montreal, there can be no doubt about the 'irregularity of the charges for fares to Quebec, &c., and as his accounts have been 'proven to be wrong in these instances, they may be wrong in other cases also where 'I have not the material, &c.'

'I am therefore obliged to reject the whole amount, and suggest that you should 'take some means to test the accuracy of the whole account, and obtain a refund of 'such amounts as may not be properly accounted for by the Auditor General and the 'acting deputy.'

It appears that Commander Spain, together with other officials, are given at the beginning of the season a certain appropriation. At the end of the fiscal year they have to account for their expenditure, and a refund is made of the balance.

In the years complained of, 1904-5, objection was made to the accounts of Commander Spain. It was suggested that he had charged for travelling and other expenses a sum amounting to about $600.

The attendance book in Ottawa showed that on certain occasions when these charges were made Commander Spain was in Ottawa.

His explanation was that he had lost his books. His secretary, Mr. Gordon, was dead. He signed an affidavit, duly sworn to, vouching for the correctness of his accounts.

I fail to see how any one could make such an affidavit without first taking all the means in his power to ascertain the correctness of the facts.

Objection being made, Commander Spain refunded a sum of money amounting to about $600.

I think in a matter of such a grave nature, his character being attacked, that he should have endeavoured to prove the correctness of his account.

Notwithstanding this fact, however, the offence seems to have been condoned.

I have no doubt Commander Spain is a capable and efficient officer.

Now the question crops up again, and I have read the charges made by the Auditor General.

Commander Spain was allowed the fullest latitude of explanation. No satisfactory explanation has been furnished before me of the charges made by the Auditor General.

So far as the evidence shows before me, he has been charging sums for travelling expenses when the records show that he could not possibly have been in the places

where he alleges he was, and in respect of which the charges were made. For instance, he alleges that he made a trip to Fort William, and he has charged for this trip as of the wrong date. It would have been very easy to have brought evidence proving the truth of this contention. No such evidence has been adduced, although the fullest latitude for the purpose has been allowed.

It is impossible for met to absolve him from the charges brought against him by the Auditor General as the matter stands before me.

Another question has arisen in regard to Commander Spain.

A large amount of work has been performed for the department by the Polson Iron Works of Toronto. To a considerable extent Commander Spain had to certify to the correctness of these charges.

It appears that Commander Spain left with the Minister and the deputy minister for the Northwest on or about August 10, 1904, returning somewhere about the first week in September of the same year.

He alleged that when in Toronto it was supposed that they might visit Port Simpson. The allegation is that Mr. Polson desired him to invest certain money in the purchase of land at this place.

It appears that sometime in August, Commander Spain telegraphed from Victoria to the Polsons to have the sum of $500 remitted to him. On August 18, 1904, the firm of Polson Brothers wired a credit of $500 to Commander Spain.

The firm of Polson Brothers is mainly financed by Mr. Miller.

This entry of $500 is charged to the special account of Mr. Miller, and, as far as the facts show, is carried into the profit and loss account. Mr. Polson had an interest in the profits and bore his share of this loss.

Commander Spain states that he went to the bank in British Columbia, obtained the money in bills, placed the money in an envelope, and, as the minister decided not to go to Fort Simpson, he kept the money as he had got it at the bank, and while passing through Toronto gave it back to Mr. Polson.

There is no entry whatever in the firm books of Polson & Co., showing a refund of this money.

If, in point of fact, the money had been returned, it was the duty of Mr. Polson to have refunded it and not to have had the firm charged with the advance. Mr. Polson is dead. There is no evidence except the evidence of Commander Spain and the books of the firm.

Commander Spain's explanation is (page 5197, volume 12):—

'Q. You were going to do him the favour of making an investment?—A. Cer-
'tainly, that was my intention if I went to Port Simpson. This can be all corrobo-
'rated rather luckily.

'Q. What do you refer to?—A. Because my brother was there at the time and
'he proposed to give me some money to do the same thing.

'Q. So your brother offered you some money to invest. When did you see him,
'when you met Mr. Polson at his house?—A. No. My brother was in British Colum-
'bia when I told him all about it.

Q. Eh?—A. I told him all about it.

'Q. You told him all about it, yes?—A. And he proposed to do the same thing.

'Q. What is that?—A. He proposed to do the same thing.'

The corroborative facts have not been placed before me.

I merely set out the facts as they were shown in evidence.

I am unable to find the charge in regard to this $500 proven as against Commander Spain.

J. F. FRASER.

J. F. Fraser was the commissioner of lights. He was suspended on or about April 1, 1908.

After the date of his suspension he was given access to certain files of the department. According to the evidence of McClenaghan, the clerk in charge of the records, additions were made to the file or files of correspondence not placed there in the regular manner.

It would appear that Fraser, in disobedience to the orders of the minister, had made purchases from Merwin and Brooks, of notoriety.

Colonel Gourdeau puts it as follows (page 6294, volume 14):—

'Q. Do you recollect that instructions were given by the minister to Mr. J. F. 'Fraser that no further purchases were to be made from Merwin & Company and F. 'L. Brooks & Company?—A. Yes, I think I remember that order.

'Q. You remember that?—A. Yes.

'Q. And were those instructions communicated to Mr. Fraser?—A. They were 'given in my presence.

'Q. Were those instructions observed or not?—A. Well, it turned out they were 'not observed.

'Q. Were purchases made after that time by Mr. Fraser from Mr. Merwin and 'Brooks & Co., contrary to the directions given by the minister in your presence?— 'A. Yes. That is what the minister tells me——

'Q. That was the order of the minister, and that order was disobeyed?—A. Yes, 'it was.

'Q. By Mr. Fraser?—A. Yes.

'Hon. Mr. CASSELS.—It was about the time of the investigation before the Public 'Accounts, the first investigation?—A. Yes.

'Mr. WATSON.—That was the winter of 1905 and 1906?—A. Yes.'

(Page 6295, volume 14):—

'Q. That was given in 1906, and according to my instructions, after that time 'purchases were made from Mr. Merwin amounting to about $50,000 in 1906, and 'in 1907 amounting to over $12,000 after that time?—A. Yes, that is the fact.

'Q. And from your books very large sums as well?—A. Yes.

'Q. How can you account—can you, as deputy, account for any such condition 'of affairs?—A. I do not know what excuse Mr. Fraser gave.'

It seems to me impossible to acquit Fraser until the transactions with Merwin and Brooks are satisfactorily cleared up.

A great deal of time was taken up before the Public Accounts Committee during the year 1906 in reference to these accounts. It was shown that very excessive prices had been paid. Merwin was examined at very great length before the Public Accounts Committee. Mr. Charles N. Dawson was called, and swore that G. T. Merwin was the junior partner with Brooks. Merwin was called on May 9, 1906, and he stated that he was a member of the firm of F. L. Brooks & Co., he stated that the firm was composed of F. L. Brooks and himself. He showed contracts were made in the name of F. L. Brooks, and some of them in his name, as agent for the Safety Company and for the Submarine Company. A large amount of evidence was given showing the personal dealings with Merwin as a partner of this firm.

He was examined before me on two or three occasions in Ottawa and Montreal. His evidence is absolutely unreliable.

Before me he denied being a partner of Brooks. His statement was that he had lent Brooks $2,500, that that $2,500 had subsequently been paid, that he had no interest whatever with Brooks as a partner, that he had merely introduced him to the minister or deputy minister, and that was the end of it. His cross-examination was very lengthy, and can be read by anyone desiring to see the nature of his evidence.

Before the Public Accounts Committee the books of Brooks & Co. were not produced.

When in Montreal it was thought that great light might be thrown upon these transactions if the books could be seen and the evidence of Brooks taken.

Merwin, when confronted with his evidence before the Public Accounts Committee and asked to explain how he could give such evidence in the face of the testimony given before me, sought to explain it by stating that he was swearing for Brooks, that it was inconvenient for Brooks to attend in Ottawa, that Brooks had furnished him with a statement, and that when giving his evidence he was giving it for Brooks.

It was thought by counsel, and I concurred, that the matters would never be properly investigated until the books of Brooks were produced and Brooks examined.

A letter was then written to Brooks to know whether he would attend for examination. The following telegram was received from him, addressed to George H. Watson, Montreal:—

'If commission comes to New York, will give evidence. Notify me as to where 'and when to appear.'

Mr. Watson telegraphed as follows:—

'Telegram received. Will you undertake to produce all your books of account 'at the same time? Please rush answer.'

His answer was:—

'Will produce books of account showing dealings with the Marine Department.'

He telegraphed to Mr. Perron on October 8, 1908, as follows:—

'In order to avoid any suspicion that my transactions with the government were 'not perfectly right, I am willing to appear with my books before a commission that 'you may bring to New York any time next week. (Signed) F. L. Brooks.'

Such being the position of matters I went to New York hoping that we might get the fullest discovery of the various dealings with Brooks and also with the two other companies represented by Merwin hereinbefore referred to. I am sorry to say the trip proved futile.

Brooks appeared before me with counsel. He submitted his ledger a considerable portion of it being sealed up. He permitted myself and Mr. Watson to look at the private accounts of Merwin.

Speaking in a general way, they indicated the receipt by Merwin of over $40,000 as his share of the profits.

Next day Brooks appeared and, although advised by his counsel to submit for examination, he declined, taking the ground that while he was willing to give every information, he was not willing to be sworn as a witness. This information not under oath would be of no use. I had no power in this proceeding to compel his examination.

The ledger which he showed to me had every appearance of having been written up at one time.

It would appear that Fraser had been in New York in the office of Brooks & Co., on one or two occasions just prior to my visit to New York. He was also represented in New York by counsel, who pleaded strongly for an examination and a full production.

If the accounts of Merwin and Brooks with the Marine Department had been proper accounts, they could have been verified in Ottawa from the papers on the files.

I do not see why Fraser should have been so anxious to see the books.

I am under the impression that if Fraser had not gone to New York matters might have turned out differently and the truth been elicited. As it is, however, the matters rest where they were.

Another matter in regard to Fraser not explained is that in the evidence of William J. Allan, of Prescott.

It would appear that he had an account against Fraser. Mr. Allan was acting on behalf of Mr. Willard.

It would appear that he was dealing with the Department of Marine and Fisheries, and had an account against the department. Fraser certified to this account that the prices were fair and reasonable.

It would also appear that Fraser was dealing with Willard, obtaining the same classes of articles that had been furnished to the department. In his personal account the goods were furnished to him at about 25 per cent lower prices than the same class of goods furnished to the department.

I think this called for an explanation, which was not given.

In reference to one item, Fraser referred to an expenditure of $18,000 in which he stated the percentage of profit works out roughly at 50 per cent. He certified to these accounts.

He explains it as follows (page 829, volume 3):—

'Q. .....There has been complaint about your individual transactions as 'an official with these companies; is not that so?—A. I understand it is. I judge 'it in a general way from what evidence has been given here.

'Q. Now, that relates, as I understand, to excessive prices that you have paid 'to these firms, and that you have dealt exclusively with them at these excessive 'prices?—A. That statement is broad, and is not in its entirety correct. There is 'only one instance of what might be called excessive prices, nothing else.

'Q. When was the one instance?—A. That is a matter which was referred to in 'the Public Accounts Committee in 1906 with reference to a matter of certain 'machinery, and has reference to the purchase of certain machinery. That is the only 'instance in which there has been what might be called excessive prices.

'Q. And in that case an excessive price was paid?—A. It was so shown.

'Q. How do you explain that?—A. I explain that simply in this way: that 'when it became necessary to obtain this material I was directed by the then minister 'to get it from one person. When this invoice came in for that material it was laid 'before the minister. I was not able to tell him the exact percentage of increase in 'cost, but I explained to him it was very high, and he virtually gave me directions 'to pass the bills. I may say here I did not give this explanation when the matter 'was before the Public Accounts Committee, but I have no intention of taking the 'onus of responsibility in that matter any further.

'Q To whom are you referring?—A. To the late Minister of Marine.'

'Q. Well, you assumed responsibility for it?—A. By direction virtually. Do not 'misunderstand me. It may not excuse me in this particular case, but that is the

'explanation. Now, you cannot find anything else in the accounts I have passed, so 'far as I know, of excessive prices.

'Q. What was ordered at that time?—A. Certain standard machinery. I mean 'to say, lathes, planers and things like that.

'Q. At what disbursement or expense, speaking roundly?—A. I think the total 'expenditure was $18,000.

'Q. $18,000?—A. Yes.

'Q. To what amount was it an excessive payment?—A. I understand the present-'age of profit works out roughly at 50 per cent to a middleman.'

'Q. Did you certify the accounts on?—A. Certainly, that is the point.'

'Q. Who was the middleman?— A. The firm of F. S. Brooks, I believe.

'Q. Practically the same firm?—A. As what?

'Q. As Merwin?—A. I don't know.'

I would place very little reliance on his statement made at this late day trying to shift the responsibility upon a man who is not here to speak for himself. Moreover, as I have pointed out, subsequently large orders were given to the same people in direct disobedience to the orders of the minister.

LOUIS RICHARD.

I find I have omitted to deal with the case of this man.

It was stated by Audibert, Drolet's bookkeeper, that Richard had been paid the sum of $25.

At the time of the inquiry in Quebec, Richard was absent at Belle Isle and was unable to give his evidence. He furnished me at the earliest date with a declaration explaining the matter.

While in some respects the explanation is not quite as clear as it might be, I think it may be accepted, and I absolve him from blame.

During the investigation the names of the late Honourable James Sutherland and that of the Honourable C. A. Sifton have been referred to.

I think it only fair to the memory of Mr. Sutherland, and also to Mr. Sifton, to state that no evidence has been adduced before me casting reflection on the character of either of these gentlemen.

The name of the late minister, the Honourable Raymond Préfontaine, has also been referred to.

I am not here to judge Mr. Préfontaine nor his policy, or the manner in which his department was administered.

There are but two places where I would consider any reflections are cast upon him. The one I have referred to in dealing with J. F. Fraser; the other statement is a statement made by Mr. Gregory in his evidence given at Quebec.

He stated in reference to Davie, who has been referred to in the Quebec evidence, and who gave for a period of about eleven years to Mr. Gregory the sum of $500 per annum, as follows (page 3256, volume 8):—

'A. I was very friendly with Mr. Davie and when anybody came here requiring 'repairs I referred him to Davie. I do that now. I did not think that a reason for 'for me to ask Davie for anything, but I certainly was on such terms with Davie

'that when my minister said: 'Try and get some money out of those who can afford 'to pay it, I said: 'The only honourable man I would trust myself with is George 'Davie. He is an old friend of mine. I will go and tell him what it is for, and if he 'will lend me the money I will take it.'

It has to be borne in mind that for years preceding this alleged interview and for long prior to Mr. Préfontaine becoming minister, Gregory had been receiving yearly sums from Davie, as pointed out in the Quebec evidence.

I think it would be very unjust to the memory of the deceased statesman to accept such evidence as that of Gregory or J. F. Fraser as casting any slur upon him, and I feel it my duty to state that I do not so accept it.

Nearly all the officials of the department have been examined before me. I do not name them individually, but I may state that any not named are free from any imputation of wrongdoing. Not that I desire to convey that those named are guilty of wrongdoing. I have reported on each and given my conclusions.

Now, sir, I have completed my task. I have endeavoured to inquire into and report upon each and all of the various matters brought before me.

I have, perhaps, quoted too freely from the evidence. On the other hand, the evidence is so voluminous that it may be I have omitted to deal with some matters that should have been considered.

Before concluding, I may be pardoned if I make a few observations.

I am aware that what I am going to say is not within the scope of my duty as defined. I am also aware I have not the practical knowledge to guide me as to the feasibility of putting into practice my views. No harm, however, can come from my observations.

In the first place, the chief remedy for amelioration of the conditions I have sought to pourtray lies in the awakening of the public conscience. If the public generally could be brought to view with abhorrence graft and abuse of trust on the part of those administering the public moneys and property, the end of such abuses as have occurred in the past would be in sight.

Secondly, capable and efficient officials should be adequately remunerated.

Mr. Gregory, in the control of nearly one million dollars per annum, received a salary of $2,200 per annum; Mr. Harding, in the control of about three hundred thousand dollars per annum, a salary of $1,800 per annum; Mr. Parsons, in the control of about seven hundred thousand dollars per annum, a salary of $1,600 per annum.

It is an easy matter for those in affluent circumstances to hold up their hands in horror; they have not been in a position to be tempted.

Thirdly, payments to those dealing with the departments should be made promptly. No opportunity should be allowed for the abuses such as have taken place in Quebec.

Fourthly, the abolition of the patronage system in the Department of Marine and Fisheries is a long step in the right direction.

It is, however, important that while the purchasing of supplies, &c., should be controlled by an able man like Mr. Doutre, a thorough and systematic inspection of the agencies should periodically be made, in order that the necessity of the requirements demanded should be inquired into, and also with a view to ascertaining if the supplies reach their proper destination.

According to the evidence a saving of about one hundred thousand dollars per annum would be effected in the Marine and Fisheries Department alone by the change. Are there not other departments administered by the government which could be dealt with in the same manner?

Would it not be feasible to appoint a board of, say three competent men, assisted by inspectors conversant with ruling market prices, to act as purchasing agents for all the departments?

The office of the Auditor General is a very valuable and necessary one; but to leave the matter with him alone is only to lock the stable after the horse has been stolen.

I have the honour to be, sir,

Your obedient servant,

(Signed) WALTER G. P. CASSELS.

(Copy.)

OTTAWA, January 19, 1909.

On a memorandum dated April 1, 1908, from the Minister of Marine and Fisheries, stating that it is deemed necessary to call attention to a part of the report of the Civil Service Commission referring to the administration of the Department of Marine and Fisheries.

The minister observes that some statements are made in that report which affect the honour and integrity of the officers of the Department of Marine and Fisheries. On page LXI of the report the following paragraph appears:—

'There would also seem to be a lack of conscience. In connection with the enor-'mous expenditures which are deemed necessary, the word "discount" never appears. 'It is tacitly assumed there is no such thing; but the whole commercial world knows 'otherwise. If one gets any benefit from trade with the government except the trader 'then it must be clear that in these great purchases made for the government, without 'discount, its officers must be assisting the trader to get better prices from the govern-'ment than he can get anywhere else; for everywhere else he has to give a discount. 'In other words some of the government officers are serving two masters and appa-'rently succeeding with both—scripture notwithstanding.'

The minister further observes that it is assumed by that statement that commissions are received improperly, or enhanced prices paid through dishonesty on the part of officials of the Department of Marine and Fisheries. But, unfortunately the report does not mention any names which would enable him to take definite action concerning those officials. It is, however, in the interest of the Department of Marine and Fisheries and of the country that immediate steps should be taken in order to determine what officials (if any) deserve condemnation and to give to all an opportunity to meet the charges implied.

The minister, therefore, recommends that he be authorized to appoint the Honourable Walter Cassels a Commissioner under part 2 of chapter 104 of the Revised Statutes of Canada, 1906, to investigate and report upon the foregoing statements contained in the said report of the Civil Service Commission reflecting upon the integrity of the officials of the Department of Marine and Fisheries, or any of them.

The Committee submit the same for approval.

(Signed) RODOLPHE BOUDREAU,
Clerk of the Privy Council.

The Honourable
The Minister of Marine and Fisheries.

CANADA.

To the Honourable Walter Gibson Pringle Cassels, the Judge of the Exchequer Court of Canada,

GREETING:

KNOW YOU that under and by virtue of part II. of the Inquiries Act, chapter 104, Revised Statutes, 1906, and under the authority of an order of His Excellency the Administrator of the Government in Council made in pursuance of said part II. and bearing date the first day of April, in the year of Our Lord one thousand nine hundred and eight (a copy of which is hereto annexed) and by virtue of all and every other power in that behalf vested in me, I, the Honourable Louis Philippe Brodeur, Minister of Marine and Fisheries of Canada, do hereby nominate, constitute and appoint you, the said Walter Gibson Pringle Cassels, to be a Commissioner to investigate and report upon certain statements contained in the report of the Civil Service Commission reflecting upon the integrity of the officials of the Department of Marine and Fisheries, or some of them.

To have, hold, exercise and enjoy the office of Commissioner as aforesaid unto you the said Walter Gibson Pringle Cassels, together with all and every the powers, rights, authority, privileges, emoluments and advantages by virtue of said part II, and otherwise unto the said office of right and by law appertain.

And I do require you as such Commissioner to report to me, at my office, at Ottawa, the result of your investigation.

Dated at the Department of Marine and Fisheries, at Ottawa, this sixth day of April, in the year of Our Lord one thousand nine hundred and eight.

(Signed) L. P. BRODEUR,
Minister of Marine and Fisheries.

REPORT

(38a)

OF THE MINISTER OF MARINE AND FISHERIES IN REFERENCE TO THE INVESTIGATION HELD BY JUDGE CASSELS.

TUESDAY, March 30, 1909.

CERTIFIED *copy of a Report of the Committee of the Privy Council, approved by His Excellency the Governor General on the 29th March, 1909.*

The Committee of the Privy Council have had under consideration a report, herewith, dated 27th March, 1909, from the Minister of Marine and Fisheries upon the investigation recently held by the Honourable Walter Cassels respecting the statement contained in the report of the Civil Service Commission reflecting upon the integrity of officials of the Department of Marine and Fisheries and submitting certain recommendations affecting the officials therein named.

The committee, concurring in the said report and the recommendation therein contained, submit for Your Excellency's approval.

F. K. BENNETTS,
Assistant Clerk of the Privy Council.

DEPARTMENT OF MARINE AND FISHERIES, CANADA.

OTTAWA, March, 1909.

To His Excellency,
The Governor General in Council.

The undersigned, Minister of Marine and Fisheries, has the honour to state that pursuant to an order in council of the 1st April, 1908, the Honourable Walter Cassels, Judge of the Exchequer Court of Canada, was appointed a commissioner by him under part 2 of chapter 104 of the Revised Statutes of Canada, 1906, to investigate and report upon the statements contained in the report of the Civil Service Commission reflecting upon the integrity of officials of the Department of Marine and Fisheries; and that in the latter part of the month of January last, the commissioner's report on the investigation was received by him.

In view of the commissioner's findings concerning certain officers and employees of the department, the undersigned begs to submit for your Excellency's consideration the following facts:—

(1) As to Lieutenant-Colonel F. Gourdeau, Deputy Minister of Marine and Fisheries—

That Colonel Gourdeau is now in the 63rd year of his age, and has been over forty-seven years in the government service.

That this officer, after a conference with the undersigned, applied during the month of March, 1908, for leave of absence preparatory to superannuation, on the ground that it might be considered prejudical to the fullest inquiry into matters connected with his administration of the department if he were to continue to perform the duties of deputy head during Mr. Justice Cassels' investigation.

That on the 23rd April, 1908, six months leave of absence, from the 1st April, was granted to him by order in council, the question of his superannuation being left for consideration until after the conclusion of the said investigation.

That the commissioner does not declare in his report that Colonel Gourdeau was guilty of wrongdoing or of any corrupt act, but he comments somewhat severely on his connection with certain transactions which were brought up during the investigation.

That in some cases Colonel Gourdeau has shown a lack of discretion, but nothing has been educed to show that he has profited, either directly or indirectly by any any action he may have taken.

(2) As to Commander O. G. V. Spain, Wreck Commissioner—

That a statement was made against this officer by the Auditor General to the effect that he had been charging amounts for travelling and other expenses to which he wad not entitled. The commissioner states in his report that Commander Spain was allowed the fullest latitude of explanation, but that no satisfactory explanation of his action was forthcoming, and that it is therefore impossible for him to absolve Comamnder Spain from the charges brought against him.

(3) As to Mr. J. F. Fraser, Commissioner of Lights—

That Mr. Fraser was suspended on the 31st March, 1908, and has been under suspension since that date.

That the commissioner finds that Mr. Fraser made certain purchases in direct disobedience to the orders of the Minister of Marine and Fisheries.

That the commissioner also finds against him in regard to some other matters which were brought up during the investigation.

(4) As to Mr. J. U. Gregory, agent of the Department of Marine and Fisheries at Quebec—

That Mr. Gregory has been agent of the department at Quebec since 1870.

That he was suspended on the 31st March, 1908, and has been under suspension ever since.

That he was represented by counsel during the investigation just concluded.

That it was proved that he had exacted sums of money on accounts due by the department to contractors and others who had dealings with the department.

That he applied for superannuation about the time the said investigation began.

(5) As to Mr. F. J. Harding, agent of the Department of Marine and Fisheries at St. John, New Brunswick.

That during the investigation it was established that Mr. Harding had had financial transactions in the way of loans, with those having contracts or other dealings with the department.

That Mr. Harding was suspended from office at the beginning of the investigation of his conduct.

That it was also established that such loans at the beginning of the investigation by his personal friends even before they had any dealings with the department.

That the commissioner finds that there is no proof of overcharges to the department having been made by those persons.

That owing to Mr. Harding having had a recent stroke of paralysis he was unable to give his evidence when the investigation at St. John took place; during part of the time, however, he was represented by counsel.

That the undersigned having taken into consideration the above facts, and certain statements which have been since brought to his knowledge, is of opinion that Mr. Harding did not commit any corrupt act.

(6) As to Mr. George D. O'Farrell, Inspector of Lights, Quebec—

Mr. O'Farrell is alleged to have received from contractors of the government certain sums of money.

That his evidence and explanations in regard to these allegations were far from being satisfactory.

That the commissioner is of opinion that the purpose for which one of these amounts was given, and the manner in which it was received clearly indicates that it must have been known to Mr. O'Farrell that it was for the purpose of influencing him in the passing of the accounts.

That the commissioner accepts the evidence as to other payments of the same nature notwithstanding Mr. O'Farrell's denials.

That this officer is now under suspension.

(7) As to Mr. Thomson-Schmidt, Inspector Government Steamers—

That this officer is charged with having received certain sums of money from persons to whom he was called upon in his official capacity, to give certain certificates.

That the commissioner states in his report that these sums were paid as bribes, and that he has been unable to find any justification whatever for the conduct of Mr. Thomson-Schmidt.

That this officer is now under suspension.

(8) As to Mr. John Kelly, Inspector of Lights for New Brunswick—

That Mr. Kelly was accused of having received favours from government contractors, and that in consequence of this he was suspended from duty on November 26th, 1908, on the advice of counsel assisting the commissioner in the investigation.

That the commissioner states in his report that the facts educed and the evidence would not justify a finding against Mr. Kelly.

That shortly after the receipt of the commissioner's report Mr. Kelly was relieved from his suspension by the undersigned.

(9) As to Mr. Joseph Louis Richard, Assistant Inspector of Fog Alarms, Quebec agency—

That Mr. Richard was accused of having received money from one Drolet, and that he was suspended on November 7th, 1908, in consequence of such accusation.

That the commissioner considers that the explanation given by Mr. Richard might be accepted, and he absolves him from blame.

That shortly after the receipt of the commissioner's report Mr. Richard was relieved from his suspension by the undersigned.

(10) As to Captain Charles Goenig, Master of the C.G.S. *Druid,* and Inspector of Lights, Quebec agency—

That this officer held a position of trust.

That is was proved that he received many gratuities from government contractors with whom he had dealings in his official capacity.

That his usefulness to the department and his authority are thereby greatly impaired.

That he was suspended from duty on the 22nd November, 1908.

(11) As to Mr. A. E. Beauchemin, Inspector of Dredging below Quebec—

That it was shown that this officer received gratuities from government contractors with whom he had official relations while filling the position of Assistant Inspector of Government Steamers.

That his position is one of trust, and that his usefulness to the department and his authority are greatly impaired by his having accepted such gratuities.

That his explanations of these gratuities were not considered satisfactory by the commissioner.

That he was suspended from duty on the 22nd November, 1908.

(12) As to Captain H. G. McGough, sailing master of the C.G.S *La Canadienne.*

That Captain McGough was shown to have received some small gratuities.

That he is recommended by the commissioner for lenient treatment.

That he has been under suspension for four months.

That he is an excellent officer and highly spoken of by his superior officers.

As to Messrs:—

(13) Louis Gagne, foreman carpenter, Quebec agency, and

(14) Narcisse Dufour, foreman blacksmith, Quebec agency—

That they held positions of trust.

That it has been shown that these officers received considerable gratuities from government contractors with whom they had official relations.

That their usefulness to the department and their authority were thereby greatly impaired.

That they are now under suspension.

As to engineers and other temporary and minor employees of the department.

That during and after the investigation the following persons were suspended.

(15) Paul Bolduc, Engineer C.G.S. *Druid.*

T. Theriault,, engineer C.G.S. *Champlain.*

A. Roy, engineer fishery protection cruiser *Princess.*

Joseph Belanger, chief engineer lightship *Anticosti.*

Joseph Fontaine, chief engineer C.G.S. *Montcalm.*

Malcolm Morris, engineer fishery protection cruiser *Curlew.*

H. M. Stewart, chief engineer C.G.S. *Aberdeen.*

J. Ferguson, chief engineer C.G.S. *Minto.*

A. Samson, chief engineer dredge *No. 8.*

Eugene Belanger, chief engineer C.G.S. *Christine.*

A. Leitch, second engineer C.G.S. *Aberdeen.*

E. Filteau, formerly engineer on government steamers, but now machinist Quebec Agency.

Germain Belanger, gas engineer, Quebec agency.

That these employees are still under suspension.

As to Captain J. Von Koenig, chief engineer of the C.G.S. *Arctic.*

That this officer was on board his ship in the extreme north waters of Canada when the commissioner was sitting in Quebec.

That he was therefore unable to give evidence in regard to the charge that he had been paid gratuities in connection with his official duties.

As to—

Captain A. Belanger, formerly master of the C.G.S. *Montcalm,*

Mr. Regis Leblanc, engineer of the White Island lightship,

Mr. J. D. Pettitt, guarantee engineer of the C.G.S. *Montcalm,*

Mr. Tasker, guarantee engineer of the C.G.S. *Champlain,*

Mr. Joseph Lemieux, formerly engineer of the C.G.S. *Rouville,*

Mr. Eli Nolet, engineer of the Red Island lightship,

Mr. Ouellette, engineer of the Princess Shoal lightship,

That these persons are not in the employ of the Department of Marine and Fisheries, some of them never having been in the employ of the department, and others having left the service prior to the invstigation.

Having regard to the circumstances of each of the cases above referred to, the undersigned has the honour to recommend as follows:—

1. That Lieutenant-Colonel Gourdeau, Deputy Minister of Marine and Fisheries, be retired from the service, with a superannuation allowance based on his salary on the 31st March, 1908.

2. That Commander Spain be dismissed from the service.

3. That Mr. J. F. Fraser be dismissed from the service.

4. That Mr. J. U. Gregory, agent of the Department of Marine and Fisheries at Quebec, be dismissed from the service.

5. That Mr. F. J. Harding, agent of the Department of Marine and Fisheries at St. John, New Brunswick, be retired from the service with superannuation.

6. That Mr. George D. O'Farrell, Inspector of Lights, Quebec agency, be dismissed from the service.

7. That Mr. C. Thomson-Schmidt, Inspector of Government Steamers, be dismissed from the service.

8. That Mr. John Kelly, Inspector of Lights for New Brunswick, be reinstated in his position, and that payment of his salary be authorized during his suspension from duty.

9. That Mr. Joseph Louis Richard, Assistant Inspector of Fog alarms, Quebec agency, be reinstated in his position, and that payment of his salary be authorized during his suspension from duty.

10. That Captain Charles Koenig be dismissed from the service.

11. That Mr. A. E. Beauchemin be dismissed from the service.

12. That as to Captain McGough, his suspension to be confirmed for a period of four months, after which he can be reinstated in view of his otherwise excellent record and in view of the recommndation of the commissioner.

That Messrs. (13) Louis Gagne, foreman carpenter, Quebec agency; and (14) Narcisse Dufour, foreman blacksmith, Quebec agency, be dismissed from the service.

15. As to Messrs.—

Paul Bolduc, engineer C.G.S. *Druid,*
T. Theriault, engineer C.G.S. *Champlain.*
A. Roy, engineer fishery protection cruiser *Princess.*
Joseph Belanger, chief engineer lightship *Anticosti.*
Joseph Fontaine, chief engineer C.G.S. *Montcalm.*
Malcolm Morris, engineer fishery protection cruiser *Curlew.*
H. M. Stewart, chief engineer C.G.S. *Aberdeen.*
J. Ferguson, chief engineer *Minto.*
A. Samson, chief engineer dredge *No. 8.*
Eugene Belanger, chief engineer C.G.S. *Christine.*
A. Leitch, second engineer C.G.S. *Aberdeen.*
E. Filteau, formerly engineer on government steamers, but now machinist, Quebec agency.

That their suspension be confirmed, and their further employment in the department terminated.

Having regard, however, to the evidence brought before the commissioner that it was the custom for engineers to accept such gratuities from contractors, that the undersigned be authorized to receive application from any of them for re-employment in their former positions, or in some other positions in the department, and that in dealing with such applications the minister should consider the following points:—

(*a*) Nature of offence.
(*b*) Amount received.
(*c*) Circumstances under which gratuities paid.
(*d*) Past record of employee.
(*e*) Length of service.
(*f*) If they appeared before the commissioner, manner in which evidence was given.
(*g*) If they did not so appear, reason for non-appearance.

Provided, however, that no such re-employment shall be authorized within four months from the date of such official's suspension.

As to Captain Von Koenig—

That action in regard to Captain Von Koenig be deferred until that officer's return to Canada from the far north, and that his retention in the service thereafter be conditional upon his furnishing to the Department of Marine and Fisheries a satisfactory explanation of the charges made against him in this connection.

L. P. BRODEUR.

REPORT OF ROYAL COMMISSION

TO INQUIRE INTO

INDUSTRIAL DISPUTES

IN THE

COTTON FACTORIES OF THE PROVINCE OF QUEBEC

Commissioner:
W. L. MACKENZIE KING, C.M.G.,
Deputy Minister of Labour.

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
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1909

[No. 39—1909.]

ROYAL COMMISSION

Commissioner:

W. L. Mackenzie King, *C.M.G., M.A., LL.B.,*
Deputy Minister of Labour.

Secretary:

Francis W. Giddens,
Department of Labour.

Counsel representing Cotton Companies:

George H. Montgomery.

Counsel representing employees:

P. R. DuTremblay.
J. C. Bumbray.

Interpreter:

Victor DuBreuil,
Department of Labour.

Stenographer:

J. H. Kenehan.

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CERTIFIED COPY OF A REPORT OF THE COMMIITTEE OF THE PRIVY COUNCIL, APPROVED BY HIS EXCELLENCY THE GOVERNOR GENERAL ON THE 29th JUNE, 1908.

On a Memorandum, dated May 27, 1908, from the Minister of Labour, representing that during recent years frequent industrial disputes have arisen in the cotton factories of the Province of Quebec, which have occasioned severe losses to both employers and employees, and have seriously affected the general welfare of the localities particularly concerned;

That many of the cotton mills have lately reduced the wages of the employees, as a consequence of which, it is estimated there are at the present time, about six thousand operatives unemployed, either directly or indirectly in consequence of a strike or for other causes;

That with a view to the establishment of more harmonious and satisfactory relations between employers and employees in this industry, it is advisable that an inquiry be made into and concerning such disputes and the nature and causes thereof;

That the manufacture of cotton not being an industry in the nature of a public utility, an investigation under the provisions of the Industrial Disputes Investigation Act, 1907, cannot be conducted without the consent of both employers and employees, which joint consent has not been obtained.

The Minister therefore recommends that it be referred to William Lyon Mackenzie King, C.M.G., Deputy Minister of Labour, as Commissioner under the provisions of Part 1 of Chapter 104 of the Revised Statutes of 1906, commonly called 'The Inquiries Act,' to hold and conduct such inquiry, with all the powers conferred therein upon commissioners, and that the said William Lyon Mackenzie King be allowed the amount of his actual and necessary disbursements in the execution of the said Commission.

The Minister further recommends that the Commissioner have the right to determine the manner of conducting the proceedings in respect of such inquiry, and to make inquiries and investigation concerning the relations between employers and employees in the same or kindred industries in industrial centres other than those immediately affected with a view of making such recommendations as in his opinion may serve to promote amicable relations between employers and employees and to minimize the frequency and magnitude of industrial disputes in this industry.

The Minister further recommends that the Commissioner be authorized to employ a stenographer for the purpose of taking down and recording the evidence, and to have such other assistance as in the opinion of the Minister of Labour may be necessary to have the inquiry conducted as thoroughly and expeditiously as possible, and that the Commissioner report to the Minister of Labour the evidence and proceedings, together with such opinions as he may see fit to express thereon.

The Committee submit the same for approval.

F. K. BENNETTS,
Asst. Clerk of the Privy Council.

COMMISSION.

CANADA.

C. FITZPATRICK,
Deputy Governor General
of Canada.

A. POWER,
Acting Deputy Minister
of Justice, Canada.

EDWARD THE SEVENTH, *by the Grace of God, of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India.*

To all to whom these presents shall come, or whom the same may in anywise concern.

GREETING:

WHEREAS in and by an order of Our Governor General in Council bearing date the twenty-ninth day of June in the year of Our Lord one thousand nine hundred and eight (a copy of which is annexed) provision has been made for an investigation by Our Commisisoner therein and hereinafter named into disputes between employers and employees in connection with cotton factories in the Province of Quebec and into the nature and causes thereof, and into the relations between employers and employees in the same or kindred industries in industrial centres other than those immediately affected.

NOW KNOW YE, that by and with the advice of Our Privy Council for Canada, We do by these Presents nominate, constitute and appoint William Lyon Mackenzie King, Esquire, C.M.G., of the city of Ottawa, in the Province of Ontario, Deputy Minister of Labour, to be our Commissioner to conduct such inquiry.

To have, hold, exercise and enjoy the said office, place and trust unto the said William Lyon Mackenzie King, Esquire, C.M.G., together with the rights, powers, privileges, and emoluments unto the said office, place and trust, of right and by law appertaining, during pleasure.

AND WE DO HEREBY, under the authority of the Revised Statutes respecting Inquiries concerning Public Matters, confer upon Our said Commissioner the power of summoning before him any witnesses and of requiring them to give evidence on oath or on solemn affirmation if they are persons entitled to affirm in civil matters, and orally or in writing and to produce such documents and things as our said Commissioner shall deem requisite to the full investigation of the matters into which he is hereby appointed to examine.

AND WE DO HEREBY require and direct Our said Commissioner to report to Our Minister of Labour the result of his investigation together with the evidence taken before him and any opinion he may see fit to express thereon.

In testimony whereof, we have caused these our Letters to be made Patent and the Great Seal of Canada to be hereunto affixed.

WITNESS.—The Honourable Sir Charles Fitzpatrick, K.C.M.G., Deputy of Our Right Trusty and Right Well-beloved Cousin the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of

Northumberland in the Peerage of the United Kingdom and a Baronet; Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, &c., &c., Governor General and Commander-in-Chief of our Dominion of Canada.

At our Government House in Our City of Ottawa this twenty-ninth day of June in the year of Our Lord one thousand nine hundred and eight and in the eighth year of Our Reign.

By Command.

P. PELLETIER,
Acting Under Secretary of State.

Letter of Transmittal of Report from the Honourable the Minister of Labour to His Excellency, The Governor General.

To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, in the County of Northumberland in the Peerage of the United Kingdom, and a Baronet; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, &c., &c., Governor General and Commander-in-Chief of the Dominion of Canada.

May it Please Your Excellency:

The undersigned has the honour to submit to Your Excellency the report of Mr. W. L. Mackenzie King, C.M.G., Deputy Minister of Labour, Commissioner appointed to inquire into disputes between employers and employees in the cotton factories of the Province of Quebec.

All of which is respectfully submitted.

RODOLPHE LEMIEUX,
Minister of Labour.

Ottawa, September 25, 1908.

Letter of Transmittal of Report from the Commissioner to the Honourable the Minister of Labour.

To the Honourable
RODOLPHE LEMIEUX, F.R.S.C., LL.D., K.C., M.P.,
Minister of Labour.

SIR,—Having been appointed by Royal Commission dated the 29th June, 1908, to make inquiry into disputes between employers and employees in the cotton factories of the Province of Quebec, and into the nature and causes thereof, I have the honour, pursuant to the directions of the Commission, to transmit herewith a report upon the proceedings of the Commission and the results of my investigation, together with the evidence taken before me and the opinions I have deemed it desirable to express thereon.

I have the honour to be, sir,
Your obedient servant,
W. L. MACKENZIE KING,
Commissioner.

OTTAWA, September 15, 1908.

REPORT OF COMMISSIONER.

By a reference to the approved minute of council recommending the appointment of the Commission herein, and to the Commission itself, it will be seen that a memorandum on the subject was submitted to His Excellency in Council on May 27, at a time when it was estimated that there were about six thousand cotton mill operatives unemployed in the Province of Quebec, either directly or indirectly in consequence of a strike or for other causes. The report of the Committee of the Privy Council was not approved till June 29, and the Commission itself was not signed till July 15. When the recommendation of my appointment was made, I was absent in British Columbia, being engaged upon an enquiry under Royal Commission into the losses sustained by the Chinese residents of Vancouver in the Anti-Asiatic riots of September last. It was the 26th of June before it was possible for me to conclude this inquiry, return to Ottawa and submit my report. Departmental duties then prevented me from commencing the present inquiry until Monday, July 13, on which date I left for Montreal.

After conferring as to their convenience with the parties interested and making the necessary arrangements, I opened the sittings of the Commission in the Montreal Court House on the morning of Wednesday, July 15. The following public notice was inserted in the press of the day previous:

Public Notice.

'The undersigned, appointed Commissioner under the provisions of Part 1 of Chapter 104 of the Revised Statutes, 1906, commonly called the Inquiries Act, to investigate into the causes of industrial disputes in the cotton factories of the Province of Quebec, hereby gives public notice that the sittings of the Commission will be commenced in the Court House (Room 21) in the City of Montreal on Wednesday, July 15, at 10.30 o'clock, a.m., and that he will be pleased to hear the representations of any parties who may desire to appear or give testimony concerning the matters into which he has been appointed to enquire.

W. L. MACKENZIE KING,
Commissioner.

MONTREAL, July 14, 1908.'

The Proceedings of the Commission.

Continuous sittings of the Commission were held at Montreal from July 15 to July 18 inclusive and from August 3 to August 6 inclusive. Sittings were also held at Valleyfield, Que., on August 7 and at Magog, Que., on August 8. The mills of the Dominion Textile Company at Montmorency were also visited. Fifty-six (56) witnesses in all were examined, including the managers and chief officials of the Dominion Textile Company and the Montreal Cotton Company, 12 superintendents and overseers, the leading union officials, 23 male operatives, and nine female operatives. One of the chief factory inspectors of the province was also examined. The proceedings were materially shortened by the officials of the several companies filing with the Commission detailed statements, the accuracy of which was duly attested, showing salaries paid, the rates of wages and hours of employment and changes in wages and hours during previous years; also statements showing the number of operatives employed and the causes and results of industrial disputes during the present and previous years. There was on the salient features of the inquiry, very

little conflicting testimony, and while by prolonging the investigation a much larger number of witnesses might have been examined, it was admitted by the parties that the evidence of any such would have tended only to corroborate and confirm testimony already given, and was not likely to have brought to light any additional facts of importance. Forty-five exhibits in all were filed before the Commission, many of which were documents containing a vast amount of information, and are not less valuable than the sworn testimony of the several witnesses, which as transcribed extends over 1,200 typewritten foolscap pages.

As frequent reference was made by both employers and employees to the cotton industry in the United States, and its bearing upon conditions in Canada, I thought it advisable, with a view of securing accurate informaton, as well as for the purpose of comparison, to visit some of the larger cotton mills in that country, and during the month of August, I visited mills in Lowell and Fall River of a class similar to these in Canada. In addition to being allowed a personal inspection of the mills, I had many valuable interviews with representative and well informed persons. I took occasion also to confer with officials of the State Bureaus of Labour in Massachusetts, New York and New Hampshire concerning the laws and industrial conditions affecting cotton operatives in those States. In this report I have supplemented the information thus obtained by references from authoritative sources to conditions in Great Britain, the United States and elsewhere.

It is gratifying to be able to report that the parties interested followed the proceedings of the Commission closely from day to day, and were represented by able counsel. There being an unfortunate division in the ranks of the operatives, each of two groups was represented by separate counsel, Mr. P. R. DuTremblay appearing on behalf of one group and Mr. J. C. Bumbray on behalf of the other. Mr. George H. Montgomery appeared for the Dominion Textile Company and the Montreal Cotton Company, the two corporations which control the cotton mills in the Province of Quebec. As stated in the public notice, parties who so desired were invited to appear or give testimony concerning the matters into which the Commission had been appointed to inquire, and where a request was made by any person, whether counsel or not, to interrogate witnesses, and it seemed that such questioning would assist in eliciting facts relevant to the inquiry, permission to this end was granted. The examination of witnesses was conducted by counsel appearing on behalf of the parties and by myself as Commissioner. To a considerable extent witnesses were also interrogated by third parties who requested and were accorded the privilege described. Having adopted this method of procedure there is reason to believe that the inquiry was, as at the opening sitting I had expressed a wish it might be, both searching and thorough, and that no fact or feature of any real importance escaped publicity. In this connection I would like to make public acknowledgement of the valuable assistance rendered by counsel in the eliciting of information, and of the skill and care with which they emphasized during the course of examination, the bearing and significance of the testimony upon the interests of the parties they represented. I desire also to acknowledge the helpful services rendered by Mr. Francis W. Giddens, as secretary, and Mr. Victor DuBreuil as interpreter. The efficient manner in which these officers of the Department of Labour discharged their respective duties greatly facilitated the work of the Commission.

The Cotton Industry of Quebec.

With the exception of the Wabasso Cotton Company Ltd., of Three Rivers, and the Mount Royal Spinning Co., of Montreal, both of which have been organized within the past year, but have not yet commenced active operations, the cotton factories of the Province of Quebec are owned and controlled by either the Dominion Textile Company, Ltd., or the Montreal Cotton Company, Ltd. The latter corporation

is the older of the two, having been formed in 1888. Its head offices are located at Montreal and its mills, when working under normal conditions, employ about 2,500 operatives, of whom over 1,500 are males and about 1,000 females. The Dominion Textile Company was organized on January 4, 1905, and subsequently took over the management of the Dominion Cotton Mills Company, The Merchants Cotton Company, The Montmorency Cotton Mills Company and the Colonial Bleaching and Printing Company. Its head offices are also at Montreal, and it has mills at St. Henri, Hochelaga, St. Ann's, Magog and Montmorency. Employment is given in normal times to over 5,000 operatives, of whom between 2,500 and 3,000 are males and between 2,000 and 2,500 are females. During May of the present year these operators were distributed between the several mills as follows: Merchants, St. Henri, 1,366; Colonial, St. Henri, 181; Hochelaga, 1,098; St. Ann's, 409; Magog, 548; Magog Print Works and Mechanical, 377; Montmorency, 1,055; making the total number of employees, 5,044.

The other cotton manufacturing companies in Canada are the Canada Colored Cotton Co., with mills at Cornwall, Hamilton, Marysville and St. Croix; the Cornwall and York Cotton Co., with mills at St. John, N.B.; the Hamilton Cotton Co., with Mills at Hamilton; the Imperial Cotton Co., with mills at Hamilton; the Cosmos Cotton Co., with mills at Yarmouth, N.S.; the Mount Royal Spinning Co., a new company just organized at St. Henri in March, 1907; Wabasso Cotton Co., Three Rivers (recently organized). Of these the Dominion Textile Co. controls the mills at Moncton, employing in May, 1908, 255 hands; the mills at Windsor, employing 195 hands; the mills at Kingston, employing 267 hands; and the mills at Halifax, employing 345 hands.

The Dominion Textile Company employs in all over 6,000 hands, of which number more than half are males.

According to the last Dominion census (1901) the total number of persons employed in the cotton manufacturing industry in Canada was 11,882, of which number 6,615 or more than half were employed in the Province of Quebec.

Organization Among the Cotton Mill Employees.

The story of organization among the operatives of the cotton mills in the province of Quebec is somewhat uncertain and varied, whether considered in the light of its development through the past, or viewed as to its nature and extent at the present time. There can be no doubt that with it are inseparably associated many of the industrial disturbances which have taken place, at times to the advantage of the workers, at times to their disadvantage and to the detriment of the industry as well. If the testimony of some of the witnesses is to be accepted, it would appear that the motives of some of those who have participated in the work of organization have not at all times been such as have actuated those who have most at heart the interests of an enlightened trade unionism. On the other hand the testimony as a whole leads to the conviction that however unfortunate and unnecessary some of the industrial conflicts, organization has helped, at least up to the time of the last reduction in wages, towards an improvement of the condition of all classes of operatives in this industry.

A mention of the various phases which organization among the operatives has taken in the space of a few years is of itself sufficient to show wherein the mill managers were not without reason when they hesitated to grant a ready acquiescence to the customary demand for recognition, and why the wisdom of such a policy should still present some doubts to their minds. It will be apparent, too, that the success which has attended the efforts of organization on a rising market, and under favouring conditions, has led some of the leaders to mistake a means for a cause, and to believe that inasmuch as united efforts hastened what was economically possible on a rising market, united resistance could retard a movement which was inevitable at a time of depression.

Divested of the main features of controversy an outline of the development would appear to be as follows: Until 1905 there was practically no organization among the workers in any of the cotton mills in the province of Quebec. In Valleyfield, where the mills of the Montreal Cotton Co., are situated, the Union Ouvriere de Valleyfield No. 7387 A. F. of L. was organized on June 15, 1899. To this organization not only mill operatives but persons of different trades and callings belonged. It was a short lived affair, having been in existence for only part of a year. There was a serious strike in Valleyfield in the fall of 1900 in which the mill operatives were involved. So far as they were concerned it was a sympathetic strike and had nothing to do with their conditions of employment. The Union Ouvriere was particularly active at this time, but it disappeared soon after, and there was no renewal of organization in that centre until after the Federation of Textile Workers was formed and extended its jurisdiction in 1906. Not only was there no further organization at Valleyfield till 1906, but as has been said there was, saving the local at Valleyfield in 1900, no organization whatsoever in any of the cotton mills of Quebec until 1905. In November, 1905, the mule spinners of Hochelaga, numbering 21, were organized into a local of the National Trades and Labour Congress. The National Trades and Labour Congress was formed at Berlin, Ont., in September, 1902. It was started as a rival organization of the Dominion Trades and Labour Congress, from which it is distinguished by admitting to membership only such unions as are distinctly Canadian and have no international affiliations. The province of Quebec became for a time the chief field of operation of the new organization, and the local of mule spinners at Hochelaga organized November, 1905, was one of many locals holding charters from the National Congress formed in different trades and in different centres at that time. The mill authorities at Hochelaga were opposed to organization among the workers and in the spring of 1906 the president of the local and members of his family were discharged from the mill by the superintendent, their connection with the union constituting in the minds of its members the sole cause. The head officials of the National Congress went to confer with the management on the subject, but their intervention was not successful or satisfactory to the members of the local and connection with the National Trades and Labour Congress was thereupon broken off.

A change was then speedily made from National to International affiliation. In June of the same year (1906) locals of the United Federation of Textile Workers of America were formed among the workers in the mills at Hochelaga, St. Anne's and St. Henri. There had been a large strike at the Hochelaga mills in May, as a result of which a 12 to 14 per cent increase in wages had been obtained, this increase having also been conceded to the operatives at St. Anne's and St. Henri. There was no organization at the time, but the advantages of organization were much discussed, and in this connection special stress was laid upon the advantage of association with the operatives already organized in the United States. The necessary information was obtained and arrangement made by correspondence, and in a short time as many as 14 locals of the United Federation of Textile Workers of America were formed. In some cases there were several locals in the one mill, as for example separate locals of loom fixers, weavers and furnishers in Montreal which were among the first formed. The attempts to form a local of the United Federation of Textile Workers of America at Magog led to a strike in July among the operatives of that mill.

The company endeavoured to prevent organization by requiring its employees to sign a contract that they would not join any union A refusal on the part of 300 operatives to sign any such contract led to their being refused admission to the mills, or in other words, to a lock-out so far as they were concerned. As soon as this lock-out occurred about 350 other textile workers quit work and two days later the operatives employed in the print works at Magog also left their employment. Altogether some 800 employees at Magog were out and the mills were forced to close, but the disturbance was not confined to Magog; the mule spinners at Hochelaga and St. Henri, some

75 in number, who already were members of the United Federation which had been the occasion of the lock-out at Magog went out in sympathy. They remained out for four or five days, but were not joined by other classes in the mill. At Magog the fight for union recognition was made a united one, and after a struggle of about three weeks, during which time the strikers had added to their original grievance a demand for an increase in wages, the strike was declared at an end, the workers having been completely successful. Not only were all reinstated in their former positions and allowed to become members of an organization, but an increase in wages of from 12 to 14 per cent was granted.

Separation from the International.

Notwithstanding that the attempt to organize the local of the United Federation was wholly successful at Magog and that as many as 14 locals of this organization were successfully formed within a few weeks, it was not more than three months before the Canadian organizations severed their connection with the International, and a return was made to National as opposed to International organization. Various reasons were assigned for this change. It is, for example, very plausibly asserted that the parties believed such a change would be in the interests of the employees and the Canadian industry and, secondarily, advantageous to themselves. There was always the possibility of conflict of interest between the cotton factories of the United States and of this country, and the avoidance of possible embarrassment in this connection is given as a reason for the withdrawal. On the other hand it appears that most of the officers and members of the United Federation of Textile Workers of America were English-speaking, that the business of the association was carried on in English, and the constitution and by-laws and other publications printed in English only. Doubtless during the struggle at Magog, where most of the operatives were French Canadians some inconveniences was experienced on this account, and the assistance given by the International organization was probably ot up to the expectations of the advocates of the new organization. At all events, after the industrial contest at Magog the leader paid a visit to Fall River, Mass., and on his return advised a withdrawal from the United Textile Workers of America and the formation of a Canadian organization.

The association with the international organization had familiarized the workers with trade union aims and methods, and had suggested to their leaders a suitable name for a Canadian organization. They had been dissatisfied with the National Trades and Labour Congress because, though a federated body, it embraced organizations of all classes of workers. What was now desired was a federation which would embrace only such classes as were employed in the mills. By dropping the word 'United' and substituting 'Canada for 'America" a suitable name was found for the new organization, and in September it was decided to substitute for the United Federation of Textile Workers of America the Federation of Textile Workers of Canada. In about six weeks two-thirds of the textile workers of Montreal were brought into the new federation, the mule spinners being the first, as in every instance, to become organized. After organization had been advanced in Montreal, locals were formed at Magog, Montmorency, Valleyfield and Hochelaga. The organization was not confined only to the cotton mills, or to the province of Quebec, but woollen mills were also included and the Federation's jurisdiction extended to parts of Ontario. The woollen mills in Ste. Hyacinthe, Quebec, and Paris, Ont., were the first to be formed. A large number of locals were formed. The new Federation commenced a publication known as 'Le Fileur'; the first number was issued in October, 1906. Not having proven the financial success which it was hoped it might, and the Federation being in need of funds for other purposes the journal was discontinued in December, 1907, having run through nine issues in all. The Federation continues to the present time as the organization to which the most of the locals belong. A return to international unionism was made by the mule spinners of St.

Henri, Hochelaga, and Montreal during the spring of 1907, at which time a number of the mule spinners at these mills joined the International Spinners' Union of America, with headquarters at New Bedford, Mass. This international organization is confined in its membership to spinners only and membership in this organization not precluding membership in the Federation, the two organizations have continued side by side ever since, practically all the members of the International Spinners' Union being also members of the Federation.

Throughout the year 1907 the Federation continued to grow and to extend its jurisdiction and influence. Its members were involved in a number of strikes, some of which were successful and others lost. The managers and head officials of the several mills appear to have recognized and dealt with its officers. They stated frankly before the Commission that in some instances the heads of the local unions of the Federation had been the means of quieting dissatisfaction among the operatives, and restoring order by refusing to support unfair demands on the part of some of the operatives. On the other hand, the mill managers were no less emphatic in the statement that at other times the Federation had been both directly and indirectly responsible for much of the friction which had taken place, directly in the demands which it had made, and indirectly by giving to the parties a feeling of independence which had caused them at times to act in a hasty and arbitrary manner.

In the spring of the present year an unfortunate difference sprang up between the leaders of the Federation. Charges of a serious nature were made by certain officers against other officers, which in turn were strongly resented and followed by fresh accusations. A leading officer of the Federation resigned, and in the course of a few weeks started a rival organization known as the *Union Amicale.* This society was formed among the operatives of the Hochelaga mill, and though its membership was not large, it was bitterly attacked by the Federation.

On April 25 of the present year the companies announced their intention that on and after May 4 there would be a reduction of 10 per cent in the wages of all operatives. There arose a considerable difference of opinion between the parties as to the attitude to be assumed towards the proposed reduction, and the ranks of the Federation became divided on this issue. One group favoured an acceptance of the reduction, another group opposed. The dissensions to which this difference gave rise considerably widened the cleavage in the ranks of the Federation, and one indirect result was to increase for a time the strength of the newly organized *Union Amicale,* the members of which were entirely opposed to any strike taking place. As will appear later, a strike did take place, though it was claimed by the one group in the Federation that its declaration had not been in accordance with the decision of the majority and was, according to the constitution of the Federation, unconstitutional. The strikers were joined by the members of the *Union Amicale,* and by a considerable percentage of operatives in some of the mills. This led to much bitterness of feeling between the parties themselves, with the result that what from one aspect appeared as a conflict between capital and labour, viewed from another standpoint was like a feud within the ranks of the Federation itself. This division in the ranks of the Federation found expression before the Commission in the appearance of separate counsel representing each of the contending factions. With the *Union Amicale* as a third element, the differences between the workers were presented before the Commission from three different points of view, with the result that a major part of the testimony had to do with the antagonisms of the contending factions within the ranks of the workers, and only secondarily with such grievances as were of common concern or had an immediate bearing upon the conditions of employment.

Reviewing in outline the history of trade unionism in the cotton industry of Canada, it will be seen that in a period of less than a decade some of the operatives have belonged to:—

(1) A local organization embracing in its membership not merely operatives of particular classes, but persons of various trades and callings.

(2) The National Trades and Labour Congress; unlike the Knights of Labour and the Dominion Trades and Labour Congress in that its members belong to locals with no international affiliations; unlike the Knights of Labour, but like the Dominion Congress, in that the membership of the several locals is made up of persons belonging to a particular trade.

(3) The United Federation of Textile Workers of America; an international federation restricted to operatives in the textile trades.

(4) The Federation of Textile Workers of Canada; an organization the membership of which is likewise restricted to operatives in the textile trades, but which confines its membership to persons resident in the Dominion.

(5) The International Spinners' Union of America, an organization which is limited in its membership to one particular class of operatives, but international in its jurisdiction.

(6) The *Union Amicale,* a local organization differing from the recognized trade union in that it admits to membership certain of the companies' officials, and which from its constitution would appear to partake rather of the nature of a benefit society than a regular trade union.

What the membership in these several organizations has been and what the membership is among such of these organizations as are still existing is a matter on which the estimates presented to the Commission varied so widely that it would be dangerous to hazard an opinion. It was admitted that membership in the several organizations had been considerably reduced in consequence of the division and dissension, as well as unemployment occasioned by the strike and depression in the trade. As the parties themselves were averse to making public the membership as given in exhibits filed before the Commission, it may be as well to make no reference to numbers here.

Changes in Wages and Hours.

Attention has been drawn to the circumstance or coincidence of the organization periods being also the periods of greatest industrial disturbance in the cotton industry. Equally noticeable is the fact that up to the spring of the present year they were also the periods of increase in the wages rate. It was stated by several of the witnesses that they were unaware of such a thing as a general increase in the rate of wages of the operatives prior to 1906, at which time the first beginnings of effective organization took place, and this appears to be true. The only exception of which mention was made was that of a general increase of ten per cent conceded to the operatives at Magog after a strike of two or three weeks occasioned by the company's decision to change the day of pay. Of the changes which took place during 1906 all appear to have been in the nature of general increases of from ten to fourteen per cent brought about by strikes to the success of which the organization among the operatives at least contributed. During 1907, the year of most effective organization, general increases amounting to ten per cent in all the mills of the Dominion Textile Company and fifteen per cent in the case of the mills of the Montreal Cotton Co., were granted. These increases were followed by additional slight increases of from two and a half to five per cent in the case of the several mills of the Dominion Textile Co., as the result of demands made by the Federation and after conference with its officers. In one instance the increase for a particular class amounted to eight per cent, while in the case of the Montreal Cotton Company where the demands of the Federation were resisted, additional increases of from ten to twelve per cent were obtained in the case of the mule spinners and increases of from two and a half to three per cent in the case of the weavers, as the results of strikes. The number and extent of the several increases together with the manner in which they were obtained will appear from the following table.

Table showing Increases in Wages in the Cotton Mills of the Province of Quebec during the Years 1906–07.

	Valleyfield.		Magog.		Montmorency.		St. Henri.		St. Anne's.		Hochelaga.	
	General.	Addition to Mule Spinners.	General.	Addition to Mule Spinners.	General.	Addition to Mule Spinners.	General.	Addition to Mule Spinners.	General.	Addition to Mule Spinners.	General.	Addition to Mule Spinners.
1906.												
April												+6
May							10–12 (s)		10–12 (s)		12 (s)	
July			12–14 (s)									
1907.												
February	5 (v)											
May	10 (v)		10 (v)		10 (v)		10 (v) 2–2½ (nd)		10 (v) 2–2½ (nd)		10 (v) 2–2½ (nd)	
June		10–12 (s)	2½–5 (nd)									
July					2½ (nd)	8 (nd)						
August	+ 2½–3 (s) to weavers.											
	15–17½ to 18 (weavers).	25–27	24½–29		12½	20½	22–24½		22–24½		24½	30½

1908.—10 per cent reduction to all in May, taking back 10 per cent increase of May year before.

(s) Increase granted after a strike. (v) Increase granted by voluntary concession. (nd) Increase granted after a new demand on the part of the employees.

There can be no doubt that the great prosperity of the industry during this period made these increases possible. It was admitted by some of the mill managers that so prosperous were they that it was impossible to fill the orders received, and in some instances orders were rejected in consequence. With the general industrial and commercial depression, the effects of which began to make itself felt in the cotton industry during the fall of 1907, a sudden change was wrought. Orders instead of coming in so rapidly that they could not be satisfactorily filled, began to fall off; the manufacturers began to curtail their output. At the beginning of October, the hours of the workers in the mills of the Dominion Textile Company at Hochelaga, St. Anns, St. Henri and Magog were reduced from 60 to 45 per week and a little later to 40. With the exception of the mule spinners a reduction in working time was also made at Montmorency, and reductions of working hours were made in some of the mills of the Montreal Cotton Co., at Valleyfield. In the spring of the present year the cotton industry not only in Canada but in the United States and Great Britain, had been caught in the trough of the depression. Mill managers in the United States informed me that they have not known a like depression in their experience of many years. Authentic reports from the cotton manufacturing centres of Great Britain were similar in tone. One witness, who claimd to be well informed, stated before the Commission that the industry in Great Britain had known nothing like it since the days of the Civil War in the United States. As to the falling off of business in Canada there can be no doubt. The books of the companies show that conclusively. What is most significant is that considering how widespread has been the general depression in the cotton industry throughout the world, Canadian manufacturers should not have suffered more than they have, and that despite the situation being what it was, its abnormal nature should have been recognized to the extent that two new cotton manufacturing companies—the Wabasso Cotton Company at Three Rivers and the Mount Royal Spinning Company at Montreal, should have started up at this time, and with faith in the future pushed on operations, when; had the situation been other than temporary or exceptional, such a step would have been of the essence of commercial rashness.

The Strike of 1908.

The manufacturers had voluntarily conceded an increase of ten per cent in wages in May of 1907, and as has been seen, this had followed on increases of the previous year and was accompanied by additional increases a litle later on, in some instances in the same year. The employers looking to the prosperity of the trade had found this economically possible, and, doubtless, having regard to the relations with their employees, profitable as well. The operatives, thinking much of the new organization to which they belonged and naturally enthused with the success which had attended many of its efforts, were inclined to attribute increases in wages, whether volunteered or conceded only after negotiations or struggles, as due primarily to united demand and effort on their part. It was a *post hoc ergo propter hoc* sort of reasoning which unconsciously filled their minds. Because an increase in wages had followed *after* organization, it was thought that the increase was therefore *on account of* organization. Both parties looked to different sides of the same shield. To the employers the increased wage rate was a sort of index of trade prosperity; to the employees, it was an index of what might be accomplished by united effort. Trade conditions changed and the employers decided to take back in May the ten per cent increase which they had voluntarily conceded a year before. The operatives, or more correctly speaking, a certain number of the operatives believed that this was a lowering of the scale which united resistance might prevent. As it was, the shortening of the hours of labour throughout the winter had greatly reduced the amount which in any one week it was possible to make; and to add to the reduction in their working time, a reduction in the wage rate seemed to the operatives a hard-

ship amounting to injustice, the keen sense of which was not lessened by the published statements of the company, in which substantial dividends and accounts of business extension reflected the prosperity of the preceding year. A strike was thereupon declared in some of the mills and a lockout in others. In the closing down of six establishments for a period of three to four weeks, the net result was the throwing out of employment for the whole or a greater portion of that time operatives numbering from 5,296 to 6,000 in all, who lost from this cause from 133,600 to 134,800 working days. When the mills reopened it was upon the employers' terms. It was this strike which was the occasion of the appointment of the present Commission.

At this date it can serve no useful purpose to retail the many incidents which preceded and accompanied the suspension of work, more especially as personal enmities and jealousies among the operatives, some of which happily have since been forgiven and forgotten, played a large part. With the industrial as with the individual family, the least said about unpleasantnesses after they are past, the better for all parties concerned. Some pronouncement will, however, be expected upon the merits of the dispute and the attitude of the parties, and this in so far as it may be helpful in preventing like recurrences is not only opportune, but desirable.

The facts and the evidence alike warrant the conclusion that the strike was ill-timed and injudicious. The manner in which it was brought on was hardly creditable to those who were its chief advocates, and the greater wisdom lay with those representatives of labour who opposed it from the outset. The same economic law which lay at the root of earlier successes had doomed to failure a revolt against their existing conditions. As to the responsibility for the strike, it should, I think, be shared, in part, by both employers and those by whom the operatives were led, but mostly by the latter. By the employers for the manner in which the notice of the intended reduction was given, and a failure to recognize that the circumstances were such as demanded more than usual consideration on thir part; by the leaders for not following in spirit and letter the constitution of their organization, and for allowing internal dissensions, personal jealousies and antipathies to override the common good.

The employees were informed of the intended reduction in wages by a notice, such as the following which was posted on Saturday, the 25th of April, at the several mills of both the Dominion Textile and the Montreal Cotton Companies:—

DOMINION TEXTILE CO.—MERCHANTS BRANCH.

A reduction of 10 per cent in wages of all employees will go into effect on the 4th of May, 1908.

DOMINION TEXTILE CO., LIMITED.
MERCHANTS BRANCH.

No intimation that such a step was in contemplation and no conference between the parties or any of them was had prior to that date. May the fourth was a Monday. It was urged before the Commission on behalf of the companies that this constituted a nine days' notice; it might with more justice to the real situation have been said that it amounted to a notice of six working days. A deputation of the organization waited upon the general manager of the Dominion Textile Co. on the day following that on which the notice of the reduction was posted. They were given to understand that no modification of the proposed step could be entertained; but that when trade conditions improved, wages would again be raised. There does not appear to have beeen much else in the way of conference between the parties. Many of the witnesses were of the opinion that if the length of time of the notice had been longer, it would have given more opportunity for conference and for a discussion and understanding of the situation among the operatives themselves. On the other hand it was pointed out that a section of the operatives had decided upon a strike within three days after the notice was posted, that the operatives as a whole were divided in

opinion as to the advisability of any strike being declared and that had the requirements of the constitution been strictly followed, the views of those opposed to going out would have prevailed. These facts may, I think, be admitted, without weakening the force of the inference that a longer notice affording ampler opportunity for conference and explanation might have prevented the strike The summary manner in which the announcement was made provoked a like proceeding on the part of the operatives, and the limited time in which action had to be taken necessitated hasty judgments, and gave opportunities for manœuvres which a longer period of reflection would have made impossible. It would seem, too, that the circumstances were such that some special consideration might have been given the lot of the operatives in view of the position in which they were. As has been pointed out, their hours of work had been reduced in October from 60 to 45 per week, and were later on reduced to 40. The wages of operatives in cotton mills are at no time high as compared for example with wages in some other of the skilled trades. It is doubtful if previous increases in wages had more than offset the very considerable increase which there has been in the cost of living during recent years, and which has been felt by the operatives in the cotton industry in common with all others. The winter had been passed through on the reduced working time. To see wherein the step was a necessary one at a time when the company was making public its dividends, and to acquiesce with patience in it, required something more than summary notices. It is in just such circumstances that a little consideration of human nature as it is, and an appreciation of the fact that working men and women, be they classed as 'labour', 'operatives' or what not, are after all human sentient beings, that necessary hardships may be spared the pang of bitterness and serious crises be thereby avoided. A little conferring and explanation, an attitude at least of understanding, to say nothing of possible concessions or alternatives, might have gone far towards avoiding the rupture which occurred. On the other hand the very circumstances which demanded consideration on the part of the employers placed a double responsibility on the labour leaders. There can be no doubt that operatives of the class of which mill employes are composed are easily led. Nearly one-half are women and girls, and in the Quebec mills over twenty-five per cent are under the age of 18. To seek to protect the interest of such a class is noble and worthy in the highest degree, but a wise leadership calls for the exercise of the most careful judgment. Had calmer reason prevailed in the councils of the federation, hundreds of men, women and young people would have been spared the extra privations occasioned by the temporary closing of the mills, after a winter of short work. That the lot of the workers at the time was a hard and unenviable one cannot be denied. This was freely admitted by those in authority and managing the affairs of the companies. It is a question of ethics just how far, all facts considered, the companies were right in saddling on the operatives, to the exclusion of others connected with the companies and to the exclusion of all other alternatives, the cut which it was necessary to make to save the dividends. A glance at the salaries paid to overseers, superintendents and other officers of the companies show these to be generous enough. It is claimed that they were not increased when the 15 per cent increase in wages was given in the previous year and that, therefore, they were not entitled to share in the reduction. They are, however, so different in kind and so far removed from the standard, which is a minimum of existence, toward which labour of unskilled or the less skilled trades tends in periods of depression to fall, that such a comparison is hardly to the point. Moreover it does not appear that these classes suffered any loss in income in consequence of the shortage of work. There can be no doubt that a recognition of the fact that the depression was temporary, that the cause was one for which the operatives were no more responsible than others connected with the industry, and a willingness to share all along the line in the temporary misfortune which had overtaken the trade, would have altered the situation at once, and would have been equitable in the highest degree. This is a kind of business morality which may not

be generally practised. It is however, fortunately enough, not without instances in this country. Mr. Samuel M. Robins, the manager of the New Vancouver Coal and Mining and Land Company, Limited, in evidence given before the Royal Commission on Labour Disputes in British Columbia in 1903, testified as follows:—

Q. In these discussions that you had with the men, did they ever consent to a reduction of wages?—A. Most assuredly so. On one special occasion I may mention that the business of our principal market was so utterly demoralized that it was almost impossible to dispose of any coal at all. When this matter was clearly explained to the men in a mass meeting of the union, they voluntarily agreed to accept a reduction of twenty per cent without a single dissenter.

Q. Did they have any promise from you as to how long that would last?—A. No. One condition voluntarily made on our part was that the officers would submit to the same reduction as long as the men submitted to theirs. In a month after we revised the situation—revised the figures, I should say—and the twenty per cent was made ten per cent, and that continued in operation for six or seven years until the market justified reverting to the old figure.

Mr. Robins did not have a strike in the 21 years of his management of these mines.

Effect of Charges upon the Industry.

Reverting to the cotton industry, to what extent charges upon the industry of one kind or another may have directly or indirectly contributed to the reduction in the wage scale in order that the effects of the depression might not be so largely felt in other quarters, will be apparent from the following testimony of the Secretary-Treasury of the Dominion Textile Company:

Q. How was the company formed?—A. It was composed of the Dominion Cotton Mills Company, The Merchants Cotton Company, The Montmorency Cotton Company, The Colonial Bleaching and Printing Company.

Q. Were they merged into one company?—A. Yes.

* * * * *

Q. What is the total preferred stock and bond issue of the Dominion Textile Company?—A. The preferred stock amounts to $1,858,088.33. The bonds of the company amount to $3,011,916.67.

Q. Do you know how that compares with the total stock issue of the four corporations which went to make up the merger?—A. The stock of the four companies was bought at different prices. We paid $120 for the Montmorency. We paid $167⅔ for the Colonial Bleaching and Printing Company. We paid $85 for the Merchants and we paid $50 for the Dominion.

Q. Would the preferred stock and bond issue amount to within half a million of the total issue of the four corporations that went to make up the merger?—A. It would be within half a million of the purchase price.

Q. Are there any bonds of those old companies still outstanding?—A. Yes.

Q. Bearing interest?—A. Yes.

Q. Is that interest being paid from the earnings of the present Dominion Textile Company?—A. In connection with the Merchants Cotton Company and the Dominion Cotton Company, there were some shareholders who did not come in. As long as the stock is outstanding they have to be run as a separate company; according to the laws of the Government. We pay the Merchants four per cent interest on the money invested, and we pay four per cent on the Dominion. They have to pay their own interest, that is, four per cent, and the bond interest.

Q. What is the common share capitalization of the Dominion Textile Company?—A. Five million dollars.

Q. How much di d the common stock cost the original owners?—A. It cost the original owners ten cents on the dollar.

Q. How much interest does that stock pay?—A. Fifty per cent on the cost.

Q. Five per cent per annum?—A. Yes.

Q. How much does the preferred stock pay?—A. Seven per cent.

Q. What is the rate of interest on the bonds?—A. Six per cent.

Q. Do you think that is a pretty fair financial load to carry?—A. I do.

Q. Do you think that the fact that there is such a large financial load to carry makes it more difficult to spend a larger amount on wages?—A. The depression in trade has been responsible.

Q. If that financial load was lighter, would there be more revenue for wages?—A. Certainly.

Q. How much did the Dominion Textile Company earn in 1907?—A. I have not got the figures here. The net earnings were just about the same as they were, I think, for this year, or within a few thousand dollars.

Q. How much would that be?—A. $970,000.

Q. Is that after writing off anything for repairs and betterments?—A. We always write off something for repairs and betterments.

Q. How much?—A. It varies. Sometimes a couple of hundred thousand dollars.

Q. Would it be a couple of hundred thousand dollars this last year?—A. Yes, we wrote off more than that. We wrote off $218,186 for repairs and betterments, and $235,340 for new plants and machinery that was to replace old machinery.

Q. Is this new plant and machinery in the nature of an investment?—A. No, it is replacing old machinery, making improvements in the mills.

Q. Has any part of the proceeds of the company gone towards the erection of new plant?—A. There has been practically no erection of plant, outside of one building that we put up in Magog that cost about thirty thousand dollars.

Q. Was that taken out of earnings?—A. Yes.

Q. So the money used for this purpose left less for the amount out of which the wages would have to be paid?—A. It was impossible to carry on the business of the company without that.

Q. Was it necessary on account of the expansion of business?—A. Yes.

Q. It practically amounted to new plant?—A. It is what we call an improvement.

Q. Is it the policy of the company to extend the business out of its net earnings?—A. If it is possible.

Q. And they found it possible?—A. Yes, out of this last year's earnings they did. Of course the less a company is capitalized, the better it is.

Q. Do you know what percentage is paid out in wages as compared with the net earnings?—A. The wages were about double the net earnings—two hundred per cent on the net earnings. Of course that does not include the office staff, and so on. The net earnings were $970,000. The wages would be almost double that.

Q. How many employees have you altogether?—A. They run as high as six thousand. It varies a good deal.

Q. Do you know what the average daily wages of the employees amounted to?—A. It runs over three thousand dollars.

Q. That is those who are employed in the mills?—A. Yes.

Q. That does not include the officers?—A. No, that includes children and all.

* * * * *

Q. Do you know if there have been any increases in the salaries of the higher officers of the company since the formation of the Dominion Textile Company?—A. There has been a slight increase. I will give you the figures if you want them. For the year ending 31st March, 1906, the total expenses of salaries for directors, officers and so forth was $97,027. For the year ending March 31, 1907, it was $102,447.

For the year ending 31st March, 1908, it was $102,578, so that practically during the past three years there has only been an increase of five thousand dollars.

Q. Would that be an increase in the number of officials?—A. No; there has been an increase given at 1906. There was a slight increase given to the different officers of the company.

Q. Was there any reduction in any of those salaries at the time the reduction was made in the wages of the employees?—A. None.

Effect of the Tariff.

To a circular which was issued to the operatives at the time of the strike, and which was signed by A. Gignac, general president, it was stated that:—

> 'Unfortunately the cotton trade of this country does not receive sufficient protection, and it is possible for the manufacturers of England and the United States to undersell us, which means that we do not secure all the business to which we have a right.
>
> 'With more protection our mills would be enabled to run full time, and the companies would be in a position to give better wages.'

During the inquiry it was shown that while this circular was signed by the General President of the Federation, it had, in fact, been written by an employee of the Dominion Textile Company, who had been allowed to absent himself from his employment in the mills, and received in addition to his regular salary or wage, an allowance of $65 on account of travelling expenses for the time during which he was engaged in getting out the circular and otherwise assisting, according to his statement, in bringing about a termination of the strike. While he was not prepared to concede that his relations with the head officials of the company were of a confidential nature he admitted that he had been sent to England by the company to gather help for the mill when they were short, and that he had brought over some 200 men. This witness stated during his examination that he had been asked by some of the workers, if they sent a delegation to Ottawa to ask the government to increase the tariff, would the company pay their expenses, and that he had replied: 'I cannot promise, but I will see Mr. Gordon.' When asked why he had not in the circular which had been sent out, informed the employees that his expenses had been paid by the company while he was engaged in consulting Mr. Gignac and in writing the circular, he replied that he thought it might have 'spoiled the effect.'

That the tariff, apart from the present temporary depression, with which it was admitted it had nothing to do, was not in any way responsible for the falling off in trade in the cotton factories of Quebec, or the consequent recent reduction in wages, is abundantly proved from the statements of the head officials of the companies and the annual reports of the directors.

The last annual report of the Directors of the Dominion Textile Company for the year ending March 31, 1908, sets forth that 'The company has enjoyed several prosperous years since its organization without feeling the effect of foreign competition.'

As to the year's business, the report says:

> 'The net profits for the year after paying current interest on loans, all mill charges, and writing off the large sums of $218,186.96 for repairs and betterments, and $235,340.40 for new plant and machinery, amount to $900,805.89; to these profits we have to add $68,635, being a dividend of 2½ per cent on 27,454 shares of Dominion Cotton Mills stock, and $51,705.50, dividend of 3½ per cent on 14,773 shares of Merchants Cotton Co. stock, making in all $1.021,146.39. Out of this amount has been paid the following:—

Interest on bonds	$204,895 00
Dividend on Pref. stock	130,067 00
" Com. stock	250,000 00
Rental Dom. Cotton Mills Co	322,678 77
" Mer. " "	65,277 74

And after allowing for bad debts there is left a surplus for the year of $44,-493.36. This will bring the amount at credit of profit and loss account to $568,335.41, against $523,842.05 last year. This in the opinion of your Directors is very satisfactory, considering the large falling off there has been in trade since last fall.'

In his testimony before the Commission the Secretary Treasurer of the Dominion Textile Company said: 'Business all over the world has been so good these last three years that we did not feel the effects of the competition. Last year we were up to our full production, and we could not have taken any more orders unless we built other mills.'

The Manager of the Montreal Cotton Company said: 'In September last year, the Montreal Cotton Company had orders on its books for all it could produce until the end of June of this year.' When asked, 'Do you think if the Canadian consumers had been entirely dependent upon the Canadian mills for their supply of cotton, they would have been able to get all the cotton they require? The Manager replied, 'No.'

Q. Not without importation?—A. No.

The circular which set forth that the inadequacy of tariff was responsible for present conditions, contained the following parallel statement: 'A year ago the demand for cotton goods was so great that the manufacturers were in a position to ask and to get almost any price for their goods.' The writer when questioned as to the truth of this statement, replied, 'Yes, that is so.' If more were required to show that the falling off in trade and any consequent reduction in wages were due to causes other than the tariff, it need only be pointed out that the present tariff in cotton goods went into force in 1897, at which time the preference was introduced, and has not been changed since, and that an even greater depression in the cotton trade has taken place in the United States where the duties range from forty to fifty per cent, and in England where there is no tariff at all. There is the furher fact, as pointed out above, that the past year has witnessed the formation of two new cotton manufacturing companies in the province of Quebec, an addition which would hardly have taken place had conditions been adverse.

The evidence as a whole proves conclusively that under the existing tariff the cotton manufacturing companies of the province of Quebec have until the present depression set in, enjoyed prosperous years, that the tariff has been in no way responsible for the depression, which has been world-wide and greater in England and the United States than in Canada, that until the depression set in, so prosperous were conditions that the effect of foreign competition was not felt.

At most all that can be said of the lowering of the tariff, so far as the actual experience of the cotton mills of Quebec is concerned, is that during this period of temporary depression it has caused the effects of competition to be felt sooner than they otherwise would have been, whereas at other times it has not been such as to cause those engaged in the industry to feel the effects of foreign competition, and has been an undoubted benefit to the consumer.

The report of the directors of the Dominion Textile Company concludes by expressing the hope that with the prospect of good crops this year business will soon resume its normal condition. At the time the Commission sat in Montreal the secretary-treasurer of the company stated that during the month of July there had been a 'a slight increase in business.'

The Employment of Women and Children.

During the inquiry a considerable amount of evidence was given with reference to the employment of women and children in the cotton mills of Quebec. While it does not appear that the employment of women and children has been made the subject, save indirectly, of industrial disputes of any importance, a consideration of this class of employment would seem to come within the scope of an inquiry which has to do with the conditions of employment of operatives and the important questions of wages and hours, with which most of the disputes have been concerned. The existing scales of wages is the result of competition amongst the operatives, and the most important elements in this competition are female and child labour. It has been shown that of the operatives employed in the Quebec cotton mills 42·3 per cent are females and 26·6 per cent are persons under 18 years of age. As to the hours of labour of all these two classes it was asserted that in normal times under normal conditions, work should begin on wek days at 6.15 o'clock in the morning and continue to 12 noon, resume at a quarter to 1, and continue till 6, with the exception of Saturday, when there was work only in the morning. It was stated by many of the witnesses, and the accuracy of the statement was not challenged, that operatives were obliged to be at their places of work a little before the time fixed, though a like practice did not exist in regard to leaving it. This is a work week of 60 hours and over. In Massachussetts, where the large cotton mills of Lowell and Fall River are situated, the hours of labour of women and minors are 58 per week, and by an amending Act approved on June 13, 1908, to come into effect January 1, 1910, the number of hours for women and minors in Massachusetts will be reduced to 56 per week, except in certain extablishments and under certain conditions, but in no case to exceed 58. In the state of New Hampshire also, the hours of labour for women and minors are fixed at 58 per week. A reduction of hours of labour to this maximum for similar classes of operatives in Canada would appear to be desirable on both economic and humanitarian grounds, and in this connection it would seem important that the law should leave no doubt as to the total number of hours to be worked in any one day. The section of the Quebec statute which relates to hours of employment is as follows:—

> 3025. 'Except in the case mentioned in article 3026, no boy under eighteen years of age, and no child, girl or woman shall be employed in any of the establishments, mentioned in article 3020 for more than ten hours in one day or for more than sixty hours in any one week. Any employer may apportion the hours of labour per day for the sole purpose of giving a shorter day's work on Saturday.
>
> 'One hour shall be allowed at noon each day for meals, if the inspector so directs, but such hour shall not be counted as part of the time herein limited as respects their employment.
>
> 'The day of ten hours mentioned in this article shall not commence before six o'clock in the morning nor end after nine o'clock at night.
>
> 3026. 'The inspector, for sufficient reasons given to him, and in order to make up lost time or to satisfy the exigencies of the trade, may, for a period not exceeding six weeks, extend the time of employment of children, girls, and women to twelve hours in a day, or seventy-two hours in a week, provided that the day shall not commence before six o'clock in the morning nor end after nine o'clock in the evening, in the following cases:—
>
> (a) When any accident, which prevents the working of any industrial establishment, happens to the motive power of machinery, or
>
> (b) When from any occurrence beyond the control of the employer, the machinery or any part of the machinery of any industrial establishment cannot be regularly worked; or
>
> (c) When any stoppage occurs from any cause whatsoever.'

It was maintained by the companies and their opinion was shared by the factory inspector who appeared before the Commission, that this gave the company the right to so adjust the working hours on each day that the total working time in a week would not exceed 60 hours. Clearly such an interpretation gives the right, should the employers decide to work only five days in the week, to make the hours 12 per day, or 15 per day, should it decide to work only four days, a possibility which could never have been intended. The maximum working hours in any one day should be definitely stated and the statute should be so worded as to leave no doubt as to its intention.

In determining what the maximum number of working hours should be, economic considerations alone demand that a full regard should be had for the effects of long and continuous employment, whatever its nature upon the constitution of women, and their place in the social economy of a nation. Excessive work bequeaths a legacy of weakness or disability to those who directly or indirectly are affected by it. In the upbuilding of a nation this is a factor which cannot be too constantly kept in mind.

Similarly, the employment of children and young persons, whether male or female, cannot be surrounded by too many safeguards. It is distressing to be obliged to record that, though the minimum age at which children can be employed is fixed by the Quebec law at 14 years, several children were brought before the Commission from among those working in the mills who admitted that they had entered upon employment under the legal age. Some of these children were so immature and ignorant that they were unable to tell the year of their birth, or their age. One little girl did not know the meaning of the word 'holiday,' and when it had been explained to her, stated that the only holidays she had known were Christmas and Epiphany. She had never received a week's vacation.

One or two of the children admitted that they knew their parents had made false declarations as to age, and that they had been told by their parents to say what was untrue, when questioned on the point.

There can be no two views as to the attitude which should be assumed towards such a condition, nor as to the kind of legislation which it demands. The employment in factories of children under 14 years of age should be made absolutely impossible, and a law no less imperative requiring their attendance at school between the ages of 10 and 14 years should be enacted. In Massachussets the law requires that a child, before he can be employed, must be 14 years of age, and a certificate obtained from the clerk of the city as to his ability to read and write. If illiterate, he must be 16 before he can be employed, and children who wish to gain admission to a factory must first obtain a certificate of age and ability to read and write the English language from the school superintendent or member of a school committee. Some such arrangement which would remove from the parties interested in the contract, whether parents or employers, the possibility of making or accepting false declarations, and would place the responsibility as to age certificates upon those chosen representatives of the people, or officials whose duty it is to guard the welfare of the state, would seem to be the most effective manner of dealing with the situation. It is gratifying to be able to state that the heads of the companies concerned expressed themselves as much surprised at the fact that child labour was being employed contrary to law, and took immediate steps to rectify this abuse. Mr. S. H. Ewing, the President of the Montreal Cotton Company, said he had inquired particularly to find out if any child labour was used in the mills and he was very much surprised to learn that there was; that if anything of the kind were going on it was very much against his will and that of the Board of Directors. Mr. Simpson said that his company was careful to see that each child was obliged to bring a certificate from the parents or guardian, stating that he or she was at least 14 years of age, and that there were only two cases he knew of where children were under age, though there might be others where parents had

given false certificates, and that in the two cases mentioned there were justifiable circumstances. It is unreasonable to suppose that any other than the most selfish and callous-hearted of individuals would knowingly permit an abuse of this kind to continue and would not welcome such action on the part of the state as would put its continuance beyond the bounds of possibility. If Canada is to have a hardy and intelligent body of producers, on which primarily her industrial position among the nations of the world will depend, she cannot view with too much caution all those factors which go to the making of a nation's manhood, and of these none are of like importance to the health and well-being of the mother and the child. Opportunity for rest and recreation is the least that society can secure to those who are helping to carry the industrial burden, and this demands a limitation of the total hours of labour by day or week, an absolute prohibition of overtime, and a period of vacation in every year.

Relations Between Employers and Employees.

As to a plan whereby the relations between employers and employees in this industry may be improved and industrial differences between them averted, I would invite attention to a consideration of some such arrangement as came to my notice during the investigation of conditions in the United States, the effectiveness of which arrangement has been duly tested by the severe strain of the present year, and received the hearty commendation of both employers and employes; I mean the system of an automatic adjustment of wages based upon a joint agreement between employers and employees such as exists at Fall River between the Association of Employers and the Textile Council, an association representative of the several unions to which the operatives belong. This plan was worked out as a consequence of a large strike which took place four years ago, and was the outcome of a recognition on both sides of the folly of industrial war as a means of securing industrial peace. I cannot do better than quote from the Massachussetts *Labour Bulletin* of June and July, which sets forth the nature and workings of the arrangement in an article dealing with the reduction in wages of the present year. Incidentally the article is also of great value as showing how parallel are conditions in the United States to conditions in Canada and as showing that the recent reduction in wages in Canada which occasioned the strike of May last have not been due to any peculiar severity on the part of Canadian employers or tariff or other special conditions, but have been part of a general depression in which this country, for obvious reasons, has had to share.

At a conference held May 19 between committees of the Fall River Textile Council and the Cotton Manufacturers' Association to determine the scale of wages to be paid during the six months from May 26, 1908, to November 26, 1908, the margin figures of the proceeding six months were gone over and the resulting reduction in wages was computed to 17.94 per cent. This is the heaviest reduction that has ever been made at one time in the history of Fall River, the nearest approach to it being a reduction made September 11, 1893, amounting to 14.28 per cent.

Yet on May 20 the Textile Council, representing officially and unofficially some 25,000 operatives, demonstrated the ability of this great body of workers to stand by their contract by accepting, without a dissenting voice, the report of the committee, which recommended that the reduction in wages resulting from the operation of the agreement in force between the organization of mill employees and their employers be adopted.

The wage agreement adopted on May 3, 1907, and now in force, provides:—

Clause 1.—That 21.78 cents per cut shall be the recognized standard price for a margin of 95 points based on the cost of eight pounds of middling upland cotton and the selling value of 45 yards of 28-inch 64 x 64 print cloth and 33·11 yards of 38½-inch 64 x 64. Quotations from New York *Journal of Commerce* shall be considered authority.

Clause 2.—Wage agreements shall be binding for six months, beginning the last Monday in May and November of each year, based on the average margin for the previous six months.

Prices for weaving shall be as follows:—

With a margin of 115 points, 23·96 cents; 110 points, 23·42 cents; 105 points, 22·87 cents; 95 points, 21·78 cents; 85 points, 20·69 cents; 80 points, 19·66 cents; 75 points, 18·68 cents; 72½ points, 18 cents.

Wages in all departments other than weaving shall be adjusted on the same basis; 23·96 cents, with a margin of 115, shall be the maximum; and 18 cents, with a margin of 72½, shall be the minimum rate paid for weaving.

Clause 3.—If at any time either party to this agreement should desire to make a change, at least three months' notice shall be given by the party desiring the change prior to the expiration of the existing six months' contract.

It can be said that the wage agreement has met and passed successfully its first real test, for the operatives have shown their faith in the fairness of the system, even though the results may be decidedly unfavourable to them as in the present instance.

This system of an automatic adjustment of wages was carefully devised as a result of previous experiments, for the purpose of giving the operatives as high a rate of wages as business conditions would allow, and the success which the system has had in its first crisis argues well for the peaceful settlement of wage scales in Fall River, and it is to be hoped will result in the abolition of intermittent demands by the operatives on the manufacturers and long resultant controversies.

The praiseworthy spirit shown by the operatives in keeping their agreement and submitting to this heavy cut in their wages is reflected in the following extract from the report presented to the operatives by James Tansey, president of the Fall River Textile Council:

'We, the members of the Textile Council, regret that such conditions have arisen which should call for the reduction in wages as stated in the agreement; and while we realize that the reduction is a steep one, we hope and feel that you will not lose sight of the fact that it is being taken from the highest rate of wages that has ever prevailed during the life of the Textile Council and for many years previous to its existence. It is safe to say that we can go back at least 35 years and then only under the most exceptional conditions can a comparison be made.

'It should not be necessary to remind you that the rate of wages paid during the last 12 months is ten per cent higher than ever was paid in the city during our life as combined unions, and further that it is twenty per cent higher, with an exception of a period of about nine months a few years ago.

'With regard to the present agreement, we do not nor have we ever taken and declared that it is the panacea for all difficulties existing between the employer and employee in our trade, but we do declare emphatically and without reserve that it is and has proven to be the best agreement for the operatives that was ever accepted by the employers for the control and regulation of the rise and fall in wages, and further assert, for reasons stated above, that it is well worthy of a trial of experience and as a guide in dealing with such questions in the future.

'Until such time that we see that a change is necessary in the margin scale, we say to our members that this agreement should be honourably lived up to, as it was entered into honourably by a vote of acceptance and endorsed by all of the unions of their general meetings before being signed by the representatives of the respective associations contracted.

'Even though the reduction in wages is greater under the agreement than was anticipated by its most ardent supporters, and which we regret, we are not prepared to declare that it is a failure, because owing to the unfortunate trade conditions previously referred to, which suddenly and unexpectedly worked havoc with our industry, we do not believe it has had a fair trial; and until such time that it has,

the least that can be expected is that judgment should be suspended and hasty action upon our part be rejected.

'The only comparison that we can draw to compare with present conditions is that which existed in 1898, 10 years ago, when the market got down about 50 cents, and we were obliged to accept reductions in wages which brought the weaver down to 16 per cut and all other departments in proportion. The margin to-day is but 57.61 cents, and it has been between the fifties and sixties for nearly two months, and the price per cut under the reduced rate is 19.66 cents per cut with operatives in all other departments in proportion, a matter of about 20 per cent, a higher rate than prevailed under similar conditions in 1898, to say nothing of other improved conditions.

'Again repeating our regret for the reduction of wages that goes into effect Monday morning, brought about through conditions over which neither employer nor employee has control, we bring these matters to your attention, so that you can deliberate on the conditions and situation with more intelligence and give to it that fair, just and conservative consideration that all such important subjects of its kind are entitled.'

Following the announcement of the new rate, a notice of a reduction of 17.94 per cent in the wages of the 5,000 operatives in the cotton mills of the Fall River Iron Works Company was posted at that plant. Other cotton mills throughout New England reduced wages in April, the average reduction being about 10 per cent.

For a short period after the reduction went into effect, the demand for cotton cloth warranted the manufacturers in running their mills on full time, and as a result the actual weekly earnings of the operatives were greater than under the former rate of wages. These favourable conditions did not continue, however, and the mills were obliged to curtail, thereby decreasing the earnings of the operatives considerably.

The sliding scale agreement is between the Textile Council, representing the operatives, and the Cotton Manufacturers Association, representing the manufacturers, so that the agreement can only be terminated by a notice from either of the two contracting parties.

At Fall River where the reduction of 18 per cent took place, there are over fifty mills employing in all about 30,000 operatives. In Lowell where the reduction was as in the province of Quebec, 10 pr cent, there are seven large mills employing about 15,000 operatives.

At the Bourne mills, which are among the largest in Fall River, a profit sharing arrangement is in force, which I was informed by the manager had worked to the great advantage of employers and employees alike. Inasmuch as it is one of the several methods which might be adopted to make more apparent the unity and interest between employer and employed, it also may I think, be commended as worthy of adoption by employers of labour in this country, and as a means of harmonizing the relations between the two great industrial classes. The circular issued by the treasurer of Bourne mills in December, 1906, breathes a spirit of consideration for the welfare of operatives, which if generally followed would do more than anything else to avoid the possibilities of friction and to promote the interests common to both. This circular is as follows:—

FALL RIVER, Massachusetts, December 24, 1906.

To the Employees of the Bourne Mills:

> You will receive herewith the thirty-fourth semi-annual dividend upon wages. Profit sharing will be continued another six months. I feel myself happy to congratulate you upon the recent advance in wages, which placed Fall River again upon record as paying the highest wage known to the cotton industry in all the world. I sincerely hope there may never be another reduction of wages here. There ought not to be. The business should be adjusted to this schedule.

I trust this may be the merriest Christmas ever known here. May all try together, manufacturers and operatives, to make Fall River the most attractive spot on earth for textile wage-earners. Having this thought in mind the board of directors of the Bourne Mills has unanimously authorized me to announce to you the experiment of a vacation week in August, 1907. While I have not made it a habit to take vacation myself (except a short trip to Europe in 1900), I can see that in these strenuous days it is becoming more and more a wholesome practice.

The mills will close Saturday noon, August 24, and reopen Tuesday morning, September 3, thus allowing you ten days of rest and recreation.

In lieu of regular pay, the directors have also unanimously authorized me to offer you an extra dividend upon your wages, payable just before the vacation, to the amount of 50 per cent of the average weekly wages earned by each one of you, computed from the record of your wages during the present profit sharing term closing next June.

Like all dividends upon wages, the August vacation dividend will be paid to you upon the single condition of continuous faithful efficient service. It will be in addition to the regular fourth of July dividend.

Sincerely yours,

(Sgd.) GEO. A. CHACE, *Treasurer.*

Conclusions.

Briefly summarized the main conclusions of this report are as follows:—

1. The 10 per cent reduction in wages in the cotton mills of Quebec which occasioned the strike and lock-out of May of the present year was not due to any peculiar severity on the part of Canadian employers, or to tariff or other special conditions, but was an economic consequence of the general trade and financial depression in which Canada has shared in common with the United States and Great Britain and which has affected the cotton industry in all parts of the world.

2. That similar and even greater reductions in wages have taken place in the cotton mills of the United States; and a greater shortage of work has been occasioned among the operatives in that country as well as England;

3. That the lot of many of the operatives in the cotton mills during the present year has been a particularly hard one both because of a considerable shortage of work and a considerable reduction in the rate of wages paid;

4. That the present depression is temporary and that the employers have promised a restoration of the former scale of wages when trade improves;

5. That the strike in the Quebec mills was unwise and ill-timed and would not have taken place had the constitution of the labour organization been strictly followed;

6. That the manner in which notice of the intended reduction in wages was given was an aggravating circumstance under the then existing conditions,—a longer time and greater opportunity for conference between the parties might have avoided it;

7. That personal enmities and ambitions on the part of certain of the leaders were responsible for dissensions among the operatives which were prejudicial to their common interests;

8. That the industry as a whole and the interests of both employers and employees have suffered much unnecessary loss in consequence of the exceptionally large number of strikes which have taken place during recent years;

9. That some of the strikes which have taken place would not have occurred but for the organization that existed among the workers, and methods adopted by some of the leaders, but that in other instances organization has been the means of avoid-

ing disputes, and broadly viewed has (at least up to the spring of the present year) resulted in a betterment of the economic conditions of the operatives as a whole;

10. That the attitude of the employers has not on the whole been averse to organization among the employees, though individuals have endeavoured to prevent it; that to entitle themselves to that confidence on the part of employers which will ensure a willingness to co-operate with them, the unions must secure harmony within their own ranks and adopt a more conservatives policy towards those with whom they have business dealings;

11. That the hours of labour of women and young persons in the cotton mills are too long and should be shortened;

12. That the present law regulating the hours of employment should be amended so as to leave no doubt as to its intention and so as to secure against possible injustice to those on whose behalf it has been enacted;

13. That the law respecting the employment of child labour has been evaded and should be so amended as to provide against possible infractions in the future, and that in this connection a special responsibility devolves upon shareholders and all other persons who profit by the results of such labour;

14. That industrial peace might be preserved and the friendly relations between employers and employees promoted

(*a*) by the adoption of joint agreements between employers and operatives with some system of automatic adjustment of wages;

(*b*) by each of the parties being required to give at least one month's notice before attempting to enforce any contemplated change in wages, hours or other important condition of employment;

(*c*) by the adoption of permanent Boards of Conciliation, composed of representatives of employers and operatives, to which boards all matters in dispute should be referred for conference and adjustment before resort is had to a lock-out or strike; and

(*d*) by the adoption of some form of labour co-partnership in which the joint interests of employers and employees is made apparent to both parties.

All of which is respectfully submitted.

W. L. MACKENZIE KING,
Commissioner.

Dated at Ottawa, this 15th day of September, 1908.

STATISTICAL APPENDIX RELATING TO STRIKES AND LOCK-OUTS, WAGES, &c.

Strikes and Lock-outs since 1900.

If the series of disputes which began on May 4, 1908, be considered as separate strikes, there have been forty strikes and lock-outs in the cotton industry in the province of Quebec from February, 1900, to June, 1908, inclusive. Of these, nine occurred at Valleyfield, eight at Magog, seven at Hochelaga, six at Montmorency Falls, five at St. Henri, three at St. Annes, one at Montreal, and one at Hochelaga and St. Annes.

In thirty-two of these disputes the loss of time to the employees amounted approximately to 201,090 working days. In the remaining eight disputes the data were not sufficient to afford an estimate of the lost time.

An analysis of the causes that led to the strikes and lock-outs shows that in twenty-one cases, over half the total number, questions of wages were involved. In ten cases the employees had demanded an increase in wages, coupled with other demands in two cases, and in nine they opposed a reduction in wages. On five occasions strikes were declared in protest against the discharge of employees, and on two occasions the French operatives objected to the employment of English persons. There were four sympathetic strikes and two lockouts during the past eight years.

With regard to the results of these trade disputes, the employers were successful in twenty-six cases out of forty, and the employees were successful in only nine cases, while compromises were reached in the remaining five. The records in the Department of Labour show that in the disputes involving al industries during the years from 1901 to 1906 inclusive, the employers were successful in 244 cases out of a total of 692, while the employees were successful in 214 cases. This indicates that a greater proportion of strikes in the cotton industry failed in their object, than of strikes in all the industries in Canada combined.

The following statistical tables relating to the strikes and lockouts in the cotton industry in Quebec from February, 1900, to June, 1908 inclusive, show in the case of each dispute the locality in which it occurred, the classes and number of employees affected, the date of the commencement and termination, the approximate number of working days lost, and the cause and result.

TABLE showing causes of Trade Disputes in Cotton Industry in the province of Quebec from February, 1900 to June, 1908, inclusive.

Cause.	Number of Disputes.
For higher wages	8
For higher wages and changes in conditions of employment	1
For higher wages and against change in pay day	1
For changes in method in payment	2
Against reduction in wages	9
Against discharge of employees	5
Against employment of English persons, strikers being French employees	2
Against employment of apprentices	1
Against employment of an assistant foreman	1

Cause.	Number of Disputes.
Against suspension of an employee	1
Against being laid off on account of shortage of work	1
Refusal of employers to transfer a man from another branch to fill a vacancy	1
Dispute in regard to the opening of windows	1
Sympathetic	4
Lockout following refusal of employees to abandon union	1
Lockout following a strike of certain employees against reduction in wages	1
Total	40

TABLE showing results of Trade Disputes in the Cotton Industry in the province of Quebec from February, 1900 to June, 1908 inclusive.

Cause.	Disputes. Number of
In favour of employers	26
" employees	9
A compromise	5
Total	40

TABLE OF STRIKES AND LOCKOUTS IN THE COTTON INDUSTRY IN THE PROVINCE OF QUEBEC FROM FEBRUARY 1900 TO JUNE 1908 INCLUSIVE.

Locality.	Class of Operatives.	No. of Employees affected.		Date of Commencement.	Date of Settlement.	Loss of time in working days.	Cause.	Result.
		Directly.	Indirectly.					
Valleyfield	Spoolers joined by rest of French employees.	.....	.....	Feb. —, '00	(2 weeks later.)	.....	Against employment of learners, regular help not receiving constant work in consequence. No notice given. English employees feared riot. Mills closed down for two weeks.	Manager held investigation and corrected irregularities in rates paid for spooling. Spoolers agreed to changes but on being advised temporarily repudiated agreement. Finally they accepted agreement offered.
Valleyfield	French employees.	.....	.....	July 1, '00	July 3, '00	.....	Strikers complained English woman was put on loom formerly operated by a French Canadian.	Strikers returned to work after an explanation by a director of the company.
Valleyfield	All employees...	3,000	.....	Oct. 22, '00	Oct. 30, '00	21,000	Sympathy with construction labourers who demanded an increase for working in water. Strike organized by a new local of Knights of Labour. Employees resented calling out of troops.	Settled under Dominion Conciliation Act 1900. Troops withdrawn and work resumed. Construction work finished by contractors instead of by Company.
Magog	.....	331	.....	— —, '00	(2½ weeks later.)	4,965	Against change of pay day from Friday to Monday. Strikers afterwards demanded higher wages.	Increase of ten per cent in wages granted, but pay day continued Monday. Strike lasted between two and three weeks.
Valleyfield	Spinners directly weavers and others indirectly.	25	2,500	Oct. 17, '01	Oct. 28, '01	25,250	Protest against discharge of an Employee.	Discharged employee re-instated upon offering an apology. Settled under Dominion Conciliatian Act 1900.
Hochelaga.....	Mule spinners ..	21	.....	April 2, '06	May 7, '06	630	Demand for higher wages made by Federation of Textile workers.	Increase in wages averaging about 14 per cent conceded.
Hochelaga and St. Annes.	Weavers.....	.....	.....	May 1, '06	" 7, '06	.....	" "	" "
Hochelaga.....	Weavers.....	.....	.....	April 9, '06	" 7, '06	.....	" "	" "
Hochelaga.....	Mule spinners ..	76	.....	" 10, '06	April 14, '06	380	Demand for re-instatement of discharged employee.	Employee was re-instated, but he asked to leave afterwards.
Magog	All classes of employees.	125	75	June 21, '06	July 18, '06	4,800	Refusal of Company's offer of higher wages on condition of abandonment of Union. Employees alleged a lockout.	Increase in wages granted, employees allowed to form Union.
Hochelaga.....	Mule spinners...	75	.....	July 3, '06	" 7, '06	300	Spinners joined Union and went out in sympathy with Magog employees. No demand made.	Spinners resumed work after being out four or five days.

TABLE OF STRIKES AND LOCKOUTS IN THE COTTON INDUSTRY IN THE PROVINCE OF QUEBEC FROM FEBRUARY 1900 TO JUNE 1908, INCLUSIVE—*Continued.*

Locality.	Class of Operatives.	No. of Employees affected.		Date of Commencement.	Date of Settlement.	Loss of time in working days.	Cause.	Result.
		Directly.	Indirectly.					
St. Henri.....	Mule spinners...	75	.....	" 16, '06	" 19, '06	225	Demand by backboys for higher wages.	Work resumed.
St. Henri.....	Mule spinners...	75	75	Oct. 20, '06	Oct. 23, '06	225	Demand for re-instatement of discharged employee.	Work resumed, discharged employee not re-instated.
St. Henri.....	Mule spinners...	75	75	Nov. 3, '06	Nov. 5, '06	107	Demand for re-instatement of discharged employee.	Work resumed, discharged employee not re-instated.
Ste. Anne's.....	All classes of employees.	300	.....	Jan. —, '07	Jan. —, '07	150	Demand for re-instatement of discharged employee.	Work resumed after strikers had been out six hours.
Magog.....	Loom fixers.....	12	.. ....	Feb. —, '07	Feb. —, '07	24	Shortage of work, one man laid off, others had been laid off in turn. No notice given. Strike was not authorized by Union.	Work resumed after men had been out one or two days. One man discharged.
Hochelaga.....	All classes of employees.	575	.....	May 1, '07	May 1, '07	287	Increase of ten per cent in wages given but not satisfactory when put into effect.	Matter arranged satisfactorily. Strike lasted half a day.
Valleyfield.....	Mule spinners...	53	300	June 17, '07	June 24, '07	2,118	Demand for higher wages. No notice given. Strikers members of Federation of Textile Workers.	Increase in wages conceded. Apparently three petty strikes took place through inability each time to make or keep agreement.
Valleyfield.....	All employees...	2,200	.....	Aug. 14, '07	Aug. 24, '07	.. ..	Misunderstanding as to agreement; demands afterwards made for higher wages and changes in factory conditions. No notice given.	Settled under Industrial Disputes Investigation Act. Most claims of strikers allowed.
Montmorency Falls.	Spoolers' Tenders.	20	.....	" —, '07	(Next day.)	20	Dissatisfaction with rate.	President of local Union thought Company right. Tenders returned after being out one day. From 2½ to 3% increase for weavers conceded.
Montmorency Falls.	Spoolers.....	35	.....	Sept. 19, '07	Sept. 23, '07	105	Spoolers wanted 150 bobbins to a box. Federation of Textile Workers involved.	Settled by negotiations between Company and officers of Union. Boxes to be measured by weight, boxes of one quality of yarn to weight 26 lbs. and of other qualities 25½ lbs.
Magog.....	Employees of print room.	17	.....	— —, '07	— —, '07	17	Protest against suspension of employee. No notice given.	Strikers ordered back by Union. Out one day.
Magog	Loom fixers. ...	12	.....	Sept. —, '07	Sept. —, '07	12	Objection to company putting an Englishman on to replace a fixer who was sick.	Work resumed. Strikers were out one day.

Magog	Employees of engraving room.	.....	.....	,	—, '07	"	—, '07	.....	Employees wanted windows opened wider.	Work resumed. Strikers were out one day.
Montmorency Falls.	Spoolers.....	35	.....	Oct.	—, '07	"	—, '07	35	Disagreement as to prices. Only 3 men directly concerned in dispute.	Work resumed. Strikers were out one day.
Magog.....	Mule spinners and boys.	56	.....	Dec.	.. '07	Dec.	— '07	112	Company would not put in men from Merchants' branch to fill vacancy.	Work resumed. Strikers were out two days.
Hochelaga.....	Weavers primarily, joined by all classes.	1,200	.....	Mar.	3, '08	Mar.	9, '08	6,000	Members of Textile Workers' Union demanded dismissal of assistant foreman in weaving room. Demand made February 28.	Company agreed to investigate charges against assistant foreman if put in writing. Matter dropped.
St. Anne's	All operatives...	389	.....	"	.. '08	"	9, '08	....	In sympathy with employees at Hochelaga.	Work resumed.....
Montmorency Falls.	Shop employees.	11	.....	May	4, '08	May	6, '08	22	Against reduction of 27½ per cent in wages.	Work resumed on basis of new schedule.
Hochelaga.....	Mule spinners...	75	.....	"	4, '08	.....	.....	.....	Against reduction in wages of 10 per cent. Spinners were out one week alone.	Mills run by members of Union Amicale and outsiders.
"	All other classes of employees.	500	.....	"	11, '08	June	8, '08	12,000	Against reduction in wages of 10 per cent. Strikers were members of Federation of Textile Workers.	Company reported one-third of employees went out. Work resumed after 4 week's strike, alleged that over 200 strikers were not taken back.
St. Henri	Mule spinners ..	100 to 125	.....	"	.. '08	.....	.....	2,400 to 3,000	Against reduction of 10 per cent in wages.	Work resumed after strike had lasted four weeks.
"	All other classes of employees.	1,090 to 1,120	.....	"	18, '08	June	10, '08	21,800 to 22,400	Against reduction of 10 per cent in wages. All but 25 or 30 employees went out.	Work resumed on company's terms.
Valleyfield.....	Mule spinners ..	53	....	"	4, '08	"	22, '08	2,226	Against reduction of 10 per cent in wages. No notice given.	Work resumed on company's terms. Spinners were out seven weeks.
"	Weavers.....	2,428	.....	"	18, '08	"	22, '08	72,840	Against reduction of 10 per cent in wages. No notice given.	Work resumed on company's terms. Weavers were out for five weeks.
"	All other classes of employees.			"	18, '08	"	22, '08		Lockout following strike of spinners and weavers.	Work resumed on company's terms. Mills closed for five weeks.
Ste. Anne's.	All classes of employees.	550	.....	"	11, '08	"	— '08	14,850	Against reduction of 10 per cent in wages.	Work resumed on company's terms. Strike lasted four or five weeks.
Magog	Loom fixers and slashers followed by spinners and weavers.	500	....	"	11, '08	.....		7,500	Against reduction of 10 per cent in wages.	Work resumed on company's terms. Strike lasted between two and three weeks.
Montmorency Falls.	Mule night spinners.	9	.....	"	18, '08	May	26, '08	63	Demand for increase in wages for night work.	Work resumed on promise of 10 per cent. increase as soon as conditions improved.
Montmorency Falls.	Day spinners ...		.....	"	22, '08	"	26, '06	27	In sympathy with night spinners...	Settled by conference between superintendent of company and president spinners' union at Montmorency. Employees at Montmorency refused to declare a general strike.

TABLE OF STRIKES AND LOCKOUTS IN THE COTTON INDUSTRY IN CANADA OUTSIDE OF THE PROVINCE OF QUEBEC FROM FEBRUARY, 1900 TO JUNE 1908, INCLUSIVE, AS REPORTED IN THE *Labour Gazette*.

Locality.	Class of Operatives.	No. of Employees affected.		Date of Commencement.	Date of Settlement.	Loss of time in working days.	Cause.	Result.
		Directly.	Indirectly.					
Cornwall, O	Weavers..	40	170	July 12,'01	July 24,'01	21,000	Demand for guarantee of minimum of $1.25 per day.	Strikers resumed work on being promised $1.25 per day.
Union Point, N.B.	Weavers..	200	.....	March 4,'03	March 11,'03	1,200	Employees objected to a regulation concerning registering time.	A settlement was made satisfactory to the employees.
Milltown, N.B. ..	Weavers..	65	635	" 13,'03	April 8,'03	19,200	Demand for 15 percent increase in the price schedule. Demand first made in January, but not repeated in March prior to strike.	Minor concessions granted but no increase in wages. Settled under Dominion Conciliation Act.
Windsor, N.S. ...	Weavers..	59	121	May 15,'05	May 22,'05	.....	Demand for higher wages on a new line of cloth. Employees claimed that price offered by company amounted to a reduction of 3 cents per 120 yards.	More than half the strikers sought work elsewhere, the rest returned on the company's terms.

Table of Wages of Employees of Cotton Mills in the Province of Quebec.

Class of Operatives.	Dominion Textile Co.		Montreal Cotton Co.		Source of Information.	Remarks.
	Av. wages per day before reduction of May 4, 1908.	Av. wages per day after reduction of May 4, 1908.	Av. wages per day before reduction of May 4, 1908.	Av. wages per day after reduction of May 4, 1908.		
	$ cts.	$ cts.	$ cts.	$ cts.		
Orders for quilts and covers.	1·375 1.20, 1.35	1.083			Jos. Dufresne.	
Average millworker		0.83	0.812		W. Paquette.	
Employees of card room		1.25	0.82			
" "		0.55 to 1.40	1.25	0.40 to 0.50		
" "		0.291			H. Hervey (boy of 15).	
" "		0 583 to 0.716			P. Hervey (boy of 14).	
" "		0.30			J. Fortin (boy of 11).	
" "		0.45			Montgomery re wages of J. Fortin.	
" "	0.50	0.266			Anne Marie Cote (girl of 14)	Mill running short time; wages of last fortnight given.
" "	1.916 or 2.00				P. Fafare (mule spinner, Hochelaga)	Mill running full time.
Mule spinners	*1.41 to 1.46 1.33 to 1 58	†1.00 to 1.50			P. Fafare (mule spinner, Hochelaga).	
Side piecers in spinning room		0.60 to 0.75			P. Fafare.	Actual average earnings just before strike.
Boys in spinning room	0.75	0.40 to 0 50			P. Fafare.	
Spinner				1.50 to 1.66	A. Brunet (spinner, Valleyfield).	$1.66 per day or $20 per fortnight were rarely earned.
Spinner			1.75	1.75	Dalvida Leduc (Valleyfield).	
Weavers	0.844	1.166			Marie Blanchet	Before reduction she ran 6 looms, but after reduction 8 looms.
"		1.10			Marie Blanchet	Average earnings given as $1.10 per day, but weekly earnings given as $14 make 1·166 per day.
"	1.66	1.083			Marie Forest (weaver, Hochelaga)	After reduction only earned $13 per fortnight by working during dinner hour.
"	1.00 to 1.083	0.833 to 0.916			Alice Waterhouse.	
"	1.416 to 1.50	1.00 to 1.083			Albina Corbeil.	
"		0.916 to 1.00			Prudent Thibaudeau (Hochelaga).	
"		1.00			Victor Desparois.	
Loom fixers	2.20				O. Chagnon.	
" "		1.33			Charles Ratte (Hochelaga).	
Stamping room employees	1.00	1.50			Arthur Goulet	Wages 15c. per hour both before and after strike, but worked only 40 hours per week two or three weeks preceding strike.
Filling room employees			1.595		Armand Vinet (Valleyfield).	

*Actual average earnings just before strike. †Earnings depended on size of mules.

TABLE OF WAGES OF EMPLOYEES IN THE COTTON MILLS IN THE PROVINCE OF QUEBEC, FROM INFORMATION SUPPLIED BY THE DOMINION TEXTILE COMPANY.

District.	Class of Operatives.	Date.	Range of wages and earnings per day. Average of each grade.	Average wages or earnings per day. irrespective of number of employees of each grade.	Average wages or earnings per day based on number of employees of each grade.
			$ cts. $ cts.	$ cts.	$ cts.
St. Henri (Merchants Branch)	Overseers	1905	2 50 to 6 66		4.696
" "	"	1907	2 75 " 6 50		4.417
" "	"	1908	3 00 " 6 50		4.166
" "	Engine department employees	May 4, 1908, (reduced rates)		1.68	
" "	Machine shop employees	" "		1.80	
" "	Electrical department employees	" "		2.10	
" "	Carpenters	" "		1.71	
" "	Yard employees	" "		1.35	
" "	Shipping and recording dept. employees	" "		1.87	
" "	Watchmen	" "		1.40	
" "	Carding room employees	" "	0 49 to 1 20	0.887	0.918
" "	Frame spinning	" "	0 54 " 1 20	0.93	0.891
" "	Mule spinning	" "	0 65 " 2 10	1.25	1.279
" "	Spooling	" "	0 63 " 1 35	0.936	0.926
" "	Slashing	" "	0 54 " 1 35	0.93	1.007
" "	Weave room employees	" "	1 12 " 1 98	1.433	1.256
" "	Cloth room employees	" "	0 85 " 1 80	1.273	1.037
" "	Bleachery employees	" "		1.35	
Magog (cotton mill)	Overseers	1905	1 75 to 3 75		3.150
" "	"	1907	2 25 " 4 46		3.490
" "	"	1908	2 25 " 4 46		3.490
" "	Cloth room employees	July, 1908	0 76½ " 1 05½	0.895	0.888
" "	General	"	1 03½ " 1 23	1.141	1.146
" "	Carding room employees	"	0 55 " 1 42½	1.054	0.965
" "	Mule spinning	"	0 54 " 2 07	1.161	1 080
" "	Ring spinning	"	0 54 " 1 17	0.942	0.802
" "	Weave room employees	"	0 63 " 1 98	1.327	1.114
" (print works)	Overseers	1905	1 75 " 4 16		2.925
" "	"	1907	2 00 " 4 17		3.455
" "	"	1908	2 00 " 4 17		3.455
" "	Men	July, 1908	1 12½ " 1 42		1.22
" "	Boys and girls over 16	"	0 67½ " 0 92		0.82
" "	Boys and girls under 16	"	0 58⅓ " 0 67½		0.62
" "	Printers and engravers	"	3 50 " 3 80		3.65

" "	Employees mechanical department	"	1 28	" 1 77		1.528
Hochelaga	Card room employees	"	0 45	" 2 25	0.989	
"	Mule room employees	"	0 60½	" 2 25	1.197	
"	Spinning room employees	"	0 54	" 2 25	0.959	
"	Spooling	"	0 63	" 1 03	0.842	
"	Warping	"	0 76	" 1 13½	0.980	
"	Twisting	"	0 73		0.730	
"	Quilting	"	0 72		0.720	
"	Dressing room employees	"	1 35	" 1 89	1.630	
"	Drawing in room employees	"	0 71	" 1 80	1.210	
"	Weave room "	"	0 54	" 2 37½	1.242	
"	Cloth room "	"	0 81	" 2 50	1.349	
"	Napping room "	"	1 26	" 2 00	1.630	
"	Yard "	"	0 67	" 2 75	1.681	
"	Bleachery "	"	0 60	" 3 00	1.461	
"	Finishing room "	"	0 72	" 2 00	1.212	
St. Annes	Card room "	"	0 55	" 1 80	1.063	
"	Spinning room "	"	0 45	" 1 80	0 760	
"	Warping	"	0 81	" 0 96½	0.887	
"	Spooling	"	0 55	" 0 98	0.765	
"	Weft	"	0 46	" 1 00	0.707	
"	Twisting	"	0 40	" 0 60	0.530	
"	Dressing room employees	"	1 60½		1.605	
"	Drawing in room "	"	0 98	" 1 66½	1.315	
"	Weave room "	"	0 63	" 2 02½	1.343	
"	Cloth room "	"	0 54	" 1 45	0.989	
"	Yarn room "	"	0 65	" 1 35	1.00	
"	Dye house "	"	1 26	" 1 35	1.305	
"	Miscellaneous	"	1 25	" 1 50	1.333	
"	Repairs	"	2 00	" 2 75	2.300	
Montmorency	Doffers, tenders, &c	July 4, 18, 1908	0 50	" 1 80	1.035	
(Riverside)	" "	" "	0 47	" 1 86	0.990	
Montmorency	Ring spinning, &c	" "	0 54	" 1 35	0.929	
(Riverside)	Mule spinning	" "	0 76	" 1 92	1.086	
Montmorency	Weave room employees	" "	0 75	" 2 00	1.307	
"	Cloth room "	" "	0 90	" 1 29	1.163	
"	Overseers	1905	2 75	" 5 00	3.692	3.692
"	"	1907	3 25	" 5 50	4.115	4.115
"	"	1908	3 25	" 5 50	4.227	4.227
(Colonial Branch)	All classes	July, 1908	0 83	" 4 67		1.40
"	Overseers	"	3 00	" 5 83		4.331

TABLE OF WAGES OF EMPLOYEES OF COTTON MILLS IN THE PROVINCE OF QUEBEC FROM INFORMATION SUPPLIED BY THE DOMINION TEXTILE COMPANY—*Continued.*

District.	Class of Operatives.	Range of Wages and Earnings per day Averages of each grade.	Average Wages or Earnings per day Irrespective of Number of Employees of each grade.	Average Wages or Earnings per day based on Number of Employees of each grade.				Remarks.
		July, 1908.	July, 1908.	Sept., 1905.		Aug., 1907.		
				Piece.	Day.	Piece.	Day.	
Hochelaga...	Card room employees	0·45 to 2·25	0·989	0·94	0·78	1·29	0·99	
" ..	Mule room "	0·605 " 2·25	1·197	1·55	0·74	2.16	1·05	No backboys.
" ..	Spinning room "	0·54 " 2·25	0·959	0·88	0·62	1·03	0·86	
" ..	Spooling	0·63 " 1·03	0·842	.....	.....	.....	.....	
" ..	Warping	0·76 " 1·135	0·98	.....	.....	.....	.....	
" ..	Twisting	0·73	0·730	.....	.....	.....	.....	
" ..	Quilting	0·72	0·72	.....	.....	.....	.....	
" ..	Dressing room employees	1·35 " 1·89	01·63	.....	1·54	.....	1·94	
" ..	Drawing in room "	0·71 " 1·80	01·21	0·80	0·93	1·05	1·37	
" ..	Yarn room "	.....	.....	.....	.....	0·95	0·80	
" ..	Weave room "	0·54 to 2·375	1·242	1·11	1·06	1·32	1·32	
" ..	Cloth room "	0·81 " 2·50	1·349	.....	0·92	.....	1·21	
" ..	Napping room "	1·26 " 2·00	1·63	.....	1·15	.....	1·62	
" ..	Yard employees	·67 " 2·75	1·681	.....	.....	.....	.....	
" ..	Bleachery employees	0·60 " 3·00	1·461	.....	1·08	.....	1·34	
" ..	Finishing room employees	0·72 " 2·00	1·212	.....	.....	.....	.....	
" ..	Dye room employees	.....	.....	.....	1·10	.....	1·41	
" ..	Miscellaneous "	.....	.....	.....	1·58	.....	1·85	
St. Anne's..	Card room employees	0·55 to 1·80	1·663	0·93	0·75	1·30	1·00	
" ...	Spinning room "	0·45 " 1·80	0·76	0·79	0·66	0·98	0·78	
"	Warping	0·81 " 0·965	0·887	.....	.....	.....	.....	
"	Spooling	0·55 " 0·98	0·765	.....	.....	.....	.....	
"	Weft	0·46 " 1·00	0·707	.....	.....	.....	.....	
"	Twisting	0·40 " 0·60	0·530	.....	.....	.....	.....	
"	Dressing room employees	1 605	1·605	0·67	1·48	.....	1·92	
"	Drawing in room "	0·98 to 1·665	1·315	1·07	1·30	1·00	1·55	
"	Weave room "	0·63 " 2·025	1·343	.....	1·19	1·33	1.46	
"	Cloth room "	0·54 " 1·45	0·989	0·77	0·75	.....	0·93	
"	Yarn room "	0·65 " 1·35	1·00	.....	0·73	0·95	0·80	
"	Dye house "	1·26 " 1·35	1·305	.....	1·10	.....	1·41	
"	Miscellaneous "	1·25 " 1·50	1·333	.....	1·42	.....	1·71	
"	Repairs	2·00 " 2·75	2·30	.....	.....	.....	.....	

REPORT

OF THE

COMMISSIONERS

OF THE

TRANSCONTINENTAL RAILWAY

FOR

FISCAL YEAR ENDING MARCH 31

1908

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1909

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THE COMMISSIONERS OF THE TRANSCONTINENTAL RAILWAY.

OTTAWA, December, 1908.

The Hon. GEORGE P. GRAHAM, P.C.,
Minister of Railways and Canals,
Ottawa.

SIR,—We have the honour to transmit through you to His Excellency the Governor General in Council our fourth annual report, being for the fiscal year ended March 31, 1908, setting forth the receipts and expenditures in connection with the Eastern Division of the National Transcontinental Railway, and such other matters in relation to the said railway as appears to be of public interest.

Information in detail as to the progress of the work will be found in the report of the Chief Engineer and in the report of the District Engineers hereto annexed.

SURVEYS.

Surveys and final location over the entire line may be said to be completed, with the exception of some slight revision to be made, and the location of about 2½ miles of the entrance into Winnipeg.

The through distance from Moncton, N.B., to Winnipeg, Man., has been reduced by the surveyors by over thirteen miles since the close of the last fiscal year. The exact distance is now 1,804·47 miles.

CONSTRUCTION.

The total expenditure during the fiscal year amounts to $18,910,449.41, and the total expenditure since the organization of the commission to March 31, 1908, is $27,057,944.04.

Contracts for construction, after having been duly advertised and sanctioned by the Governor in Council, as required by the National Transcontinental Railway Act, have been awarded in each case to the lowest tenderers, as follows, viz.:—

John W. McManus Co., Ltd., Memramcook, N.B.

District A.—From a point designated on the plans of the commissioners at or near the town of Chipman, in the province of New Brunswick, easterly for a distance of about 8 miles.

Grand Trunk Pacific Railway Company, Montreal.

District A.—From a point designated on the plans of the commissioners about the 58th mile west of Moncton to the crossing of the I.C.R., at or about mile 97·7, a distance of about 39·7 miles.

Grand Trunk Pacific Railway Company, Montreal.

District A.—From a point at or about the crossing of the I.C.R., at mile 97·7, west of Moncton, to the Tobique river, at or about mile 165·7 less one mile, a distance of about 67 miles.

Willard Kitchen Co., Ltd., Grand Falls, N.B.

District A.—From a point about one mile east of the Tobique river to 2½ miles west of Grand Falls, N.B., a distance of about 31·5 miles.

M. P. & J. T. Davis, Quebec, P.Q.

District B.—From a point at or near the boundary line between the provinces of New Brunswick and Quebec, westerly for a distance of about 52·4 miles.

E. F. & G. E. Fauquier, Ottawa.

District D.—From a point about eight miles west of the Abitibi river crossing westerly for about 100 miles.

E. F. & G. E. Fauquier, Ottawa.

District E.—From a point about 19½ miles west of the crossing of Mud river, near Lake Nipigon, easterly for about 75 miles.

STEEL BRIDGES.

District F.—The Canadian Bridge Company, Limited, for steel superstructures for bridges over rivers Wabigoon, Winnipeg, Whitemouth, Brokenhead (east and west branch), and Canadian Pacific Railway crossing, Rennie station, Manitoba.

Price for steel:—Wabigoon river, Canadian Pacific Railway crossing, Whitemouth, Brokenhead (east), Brokenhead (west), 5·7 cents per lb.; Winnipeg river, one through truss span, 300′ centre to centre of end pins, 6·9 cents per lb.; one 100′ deck girder span, 5·7 cents per lb. Price for timber and floor system for all bridges, $50 per M. ft. b.m.

District B.—Dominion Bridge Company, Limited. Four steel bridge superstructures and one highway bridge at miles 2·45, 13·84, 26·55, 39·36 and 2·17 east of Quebec bridge. Price, steel, 4·72 cents per lb.; timber, $55 per M. ft. b.m.

District B.—Dominion Bridge Company, Limited. Steel superstructures for nineteen bridges between mile 38 and mile 130 west of the Quebec bridge.

Prices, steel:—

Grand Bras d'Arme	4·44c. per lb.
Lachevrotiere river	4·84c. "
Nigerette river	4·44c "
Tawachiche river	4·84c. "
Roberge creek	4·84c. "
Rivière des Eaux Mortes	5·12c. "
Rivière du Milieu	4·93c. "
Brochet river (5)	4·44c. "

Creek à Beauce	4·44c.	per lb.
Overhead crossing Q. & L. St. John Railway	4·84c.	"
Little Bostonnais river	4·84c.	"
Big Bostonnais river	4·84c.	"
Croche river	4.84c.	"
St. Maurice river	4·98c.	"
Rivière au Lait	4·84c.	"
Timber	$52.50	per M. b. m.

STEEL RAILS.

The Dominion Iron & Steel Company, Limited, 44,000·2 gross tons 80 lb. steel rails, as follows:—

3,771·4 gross tons f.o.b. cars, Moncton, N.B.	at $35.85	per	gross ton.
3,771· gross tons f.o.b. cars Edmundston, N.B.	at 37.60	"	"
1,885·7 gross tons free on dock Quebec, P.Q.	at 35.00	"	"
10,685·7 gross tons free on dock Levis, P.Q.	at 35.00	"	"
4,023 gross tons f.ob. cars Moncton, N.B.	at 35.85	"	"
4,777 gross tons f.o.b. cars Edmunston, N.B.	at 37.60	"	"
8,800 gross tons free on dock at Lévis, P.Q.	at 35.00	"	"
6,286 gross tons free on dock Quebec, P.Q.	at 35.00	"	"

The Algoma Steel Company, Limited, 21,371 gross tons 80-lb. steel rails at $40 per gross ton, f.o.b. cars at junction with the T. & N. O. Railway.

RAIL FASTENINGS.

The Montreal Rolling Mills Company, 1,370·5 gross tons steel splice bars at $46.58 per gross ton—1,036·5 gross tons free on I.C.R. dock at Lévis, P.Q., and 334 gross tons free on Q. & L. St. J. Railway dock, Quebec, P.Q.

The Nova Scotia Steel and Coal Company, 869·2 gross tons steel splice bars at $48.16, deliveries as follows:—

200·6	gross	tons,	f.o.b.	cars, Moncton, N.B.
200·6	"	"	"	Edmundston, N.B.
214	"	"	"	Moncton, N.B.
254	"	"	"	Edmundston, N.B.

The Hamilton Steel and Iron Company, Limited, 1,137 gross tons steel splice bars at $52.64 per gross ton fob cars at junction with the T. & N. O. Railway.

The Gananoque Bolt Company, Limited, 346·5 tons track bolts and nuts, as follows:—

27 tons f.o.b. cars I.C.R., Moncton, N.B., at $3.60 per 100 lbs.
27 tons f.o.b. cars Edmundston, N.B., at $3.68 per 100 lbs.
76·5 tons free on I.C.R. dock, Lévis, P.Q., at $3.56 per 100 lbs.
29 tons f.o.b. cars I.C.R., Moncton, N.B., at $3.59 per 100 lbs.
34 tons f.o.b. cars Edmundston, N.B., at $3.73 per 100 lbs.
77 tons f.o.b. cars at junction with the T. & N. O. Railway, at $3.70 per 100 lbs.
76 tons f.o.b. cars at junction with the T. & N. O. Railway, at $3.75 per 100 lbs.

The Montreal Rolling Mills Company, 108 tons track bolts and nuts, as follows:—
63 tons free on dock, Lévis, P.Q., at $3.68 per 100 lbs.
45 tons free on dock, Quebec, P.Q., at $3.68 per 100 lbs.

The Montreal Rolling Mills Company, 1,093·2 tons steel track spikes, as follows:—

97·9 tons f.o.b. cars at Moncton, N.B., at $2.44½ per 100 lbs.
97·9 tons f.o.b. cars Edmundston, N.B., at $2.48 per 100 lbs.
277·4 tons free on dock, Lévis, P.Q., at $2.34 per 100 lbs.
104·5 tons f.o.b. cars Moncton, N.B., at $2.44½ per 100 lbs.
124 tons f.o.b. cars Edmundston, N.B, at $248 per 100 lbs.
228·5 tons free on dock, Lévis, P.Q., at $2.34 per 100 lbs.
163 tons free on dock, Quebec, P.Q., at $2.34 per 100 lbs.

The Hamilton Steel and Iron Company, Limited, 555 tons steel track spikes, at $2.73 per 100 lbs., f.o.b. cars at junction with the T. & N. O. Railway.

RAILWAY TIES.

District F.—David L. Mather, Kenora, Ont., 157,200 railway ties for delivery along the line from three miles east of the eastern boundary of the province of Manitoba, thence easterly in such quantities as to furnish 3,000 first-class ties per mile of track. Price, 65c. per tie. Second-class ties not to exceed more than one-fifth of whole.

District F.—Porter Preston Elliott, Fort Frances, Ont., 50,000 railway ties, 65 per cent first class. Price, 70 c. first-class and 64·3c. second class, f.o.b. cars St. Boniface, Man.

District F.—Edouard Guilbault, St. Boniface, Man., 25,000 railway ties at 75c. each, f.o.b. cars St. Boniface, Man.

District F.—Eastern Construction Company, Ottawa, Ont., 300,000 railway ties, 60 per cent first class, 40 per cent second class, for delivery between the junction of the Thunder Bay branch of the Grand Trunk Pacific Railway with the Transcontinental Railway, westerly to the 82nd mile in such quantities as to provide 3,000 first-class ties per mile. Price, 60c. first class and 55c. second class.

After advertising on three different occasions for tenders for railway ties, and having failed to obtain tenders for the full requirements, it was found neecssary to send an agent out over the Canadian Northern and Canadian Pacific Railways between Fort William and Winnipeg, with instructions to ascertain the best prices at which ties could be purchased, and to report the result to headquarters. In this way it was possible to close contracts, with the sanction of the Governor in Council, for from 125,000 to 150,000 railway ties, as follows:—

John Thomas Horne, Fort William, Ont., 50,000 railway ties, 65 per cent first class. Price, 78c. first class and 67c. second class, f.o.b cars St Boniface, Man.

Joseph E. Tempest, 25,000 railway ties, 70 per cent first class. Price, 75c. first class and 67c. second class, f.o.b. cars St. Boniface, Man.

The Rat Portage Lumber Company, 50,000 to 75,000 railway ties, first class 80c., second class 70c., f.o.b. cars St. Boniface; or first class 78c. and second class 68c., f.o.b. cars Rennie station, Man.

The contracts for the mill and shop inspection of the material and workmanship for bridges have been awarded to the Canadian Inspection Company, Montreal, for the price of 45c. per ton of 2,000 lbs. This company has also been awarded contracts for the inspection of the steel rail fastenings for the price of 20c. per ton.

The contracts for the inspection of the steel rails have been awarded to the Standard Inspection Bureau, Limited, Toronto, for the price of 5c. per ton.

Attention is directed to the statements annexed to this report showing the details of the expenditure during the fiscal year.

The whole respectfully submitted.

C. F. McISAAC,
ROBT. REID,
C. A. YOUNG,
S. N. PARENT,
Chairman.

The Commissioners of the Transcontinental Railway,
Ottawa, Ont.

SIRS,—I beg to submit the following report of the progress of the work under my charge for the fiscal year ending March 31, 1908:—

DISTRICT 'A.'

Surveys.—Five parties were engaged on revision and location, or testing foundations for structures, for the first seven or eight months, when most of the staff composing these parties was transferred to construction, or utilized in making right-of-way surveys between Grand Falls and Chipman, N.B.

Construction.—A contract for construction of about eight miles from the 50th to 58th miles west of Moncton was awarded to the John W. McManus Company, Ltd., on the 23rd August, 1907, and on the 28th of March, 1908, contracts were awarded as follows:—

From mile 58 to mile 97·7, to the Grand Trunk Pacific Railway Company.

From mile 165·7 to a point 2½ miles west of Grand Falls, a distance of about 31·5 miles, to the Willard Kitchen Company, Ltd.

These contracts, together with those mentioned in my previous report, cover all the work in New Brunswick.

Information as to the distribution of the engineering staff, progress of the work and weather conditions, will be found in the accompanying report from Mr. Guy C. Dunn, district engineer.

'DISTRICT A.'

HUGH D. LUMSDEN, Esq.,
Chief Engineer, Transcontinental Railway,
Ottawa, Ont.

DEAR SIR,—Acting upon your instruction I herewith beg to submit the following general report of work done on this district from the 31st of March, 1907, to the end of the fiscal year, 31st March, 1908.

SURVEYS.

Description of Work.

On the 1st of April, 1907, party 7, under Mr. Archibald Foster, was employed in making right-of-way surveys from Grand Falls to Edmundston, and making test borings over the same ground. On the 1st of May they commenced a revised location from the West Brock summit, east of the Tobique river, to the Intercolonial Railway north of Fredericton, arriving at this point the latter part of August, when they started back on their line running a final location, completing the survey on the 5th of December. Mr. Foster and assistants were then at work in the district office on plans, estimates and general work until the 1st of February, when he laid out and superintended construction of all buildings for the occupation of the resident engineers between Chipman and Grand Falls.

Party 12, under Mr. M. D. Finlayson, was employed on test drilling on divisions 1 and 5 until the 1st of November, when he took charge of residency 5, division 1.

Party 8, under Mr. D. F. Maxwell, was assembled the 20th of May, and commenced revised location from the crossing of the Intercolonial Railway north of

Fredericton and worked east to Chipman; arriving at this point they ran a final location to point of starting, which they completed on the 9th of January, when Mr. Maxwell was employed in the district office on plans, profiles, &c., until 1st of March, when he took charge of a small right-of-way party working from Chipman westward, on which work was employed until the end of the year.

Party 2, under Mr. Hector McNeil, was assembled about the 20th of May, and commenced revised location at a point near Grand Falls eastward to a point a few miles west of the Tobique river. On reaching this point they ran in final location at point of starting, which they finished on 12th of December. This party was then reduced in numbers, the remaining members being employed on test borings, Mr. McNeil reporting on division 5 as assistant to division engineer, until the middle of March, when he took charge of party 4, and ran in a revision of the final location east of Chipman, on which work he was employed until the end of the year.

Party 5, under Mr. A. J. MacDonald, was assembled on the 26th June; started a revised location from a point west of the Tobique river, running easterly to West Brook summit. On arriving at that point they worked back over their line, running in a final location to a point of starting, which was completed on 3rd of November. Mr. MacDonald was then employed in the district office on plans and estimates until the 18th February, when he took charge of a small right-of-way party working from Grand Falls east, at which work he was employed until the end of the year.

TOTAL MILEAGE OF SURVEYS RUN BY PARTIES.

March 31, 1907—March 31, 1908.

—	Total to Mar. 31, 1907.	Total from Mar. 31, 1907, to Mar. 31, 1908.	Total to Mar. 31, 1908.
Exploration	1936·50	.....	1936·50
Prel. Lines	1836·87	43·44	1880·31
Abn. Pre. Lines	332·86	.....	332·86
Prel. Location	587·81	10·558	598·368
Abn. Pre. Location	106·04	.....	106·04
Rev. Location	130·64	162·73	293·37
Abn. Rev. Location	48·69	.....	48·69
Final Location	117·513	130·914	256·427

Total mileage through district, Moncton to Quebec boundary, 256,427.

As well as the contracts let, as mentioned in my last annual report, on the 23rd of August, a contract was made with Messrs John W. McManus Company, Ltd., for a distance of about eight miles westerly from the end of the contract of the Grand Trunk Pacific Railway Company.

Messrs. Lyons & White let the greater portion of their sixty-one miles to several sub-contractors.

The Grand Trunk Pacific Railway Company, who sublet their work to Messrs. Corbett, Flœsch & Company in October, 1907, have returned the following amounts in estimates to 31st of March, viz:—

Grand Trunk Pacific Railway	$ 110,707 72
Lyons & White	363,419 98
John W. McManus Company	25,609 92

Less 10 per cent to be deducted at head office.

On the 1st of May, 1907, Mr. Horace Longley was appointed division engineer, Division 5, over that section of the road from Grand Falls to the Quebec boundary,

and on the 1st of June Mr. H. M. Balkam was appointed to a similar position in charge of the work westerly for fifty-eight miles over the contract awarded the Grand Trunk Pacific Railway Company and Messrs. John W. McManus Company, and resident engineers were appointed from time to time as follows:—

DIVISION 1.

H. M. Balkan, division engineer.
H. E. Como, resident engineer, residency 1.
J. R. Freeman, resident engineer, residency 2.
L. B. Ellitt, resident engineer, residency 3.
P. H. Smith, resident engineer, residency 4.
M. D. Finlayson, resident engineer, residency 5.
H. A. Ryan, resident engineer, residency 6.

DIVISION 2.

Horace Longley, division engineer.
R. F. Davy, resident engineer, residency 20.
A. R. Crookshanks, resident engineer, residency 21.
J. M. Millar, resident engineer, residency 22.
W. J. DeWolfe, resident engineer, residency 23.
A. B. Blanchard, resident engineer, residency 24.
P. B. Duff, resident engineer, residency 25.

On June 29, 1907, Mr. Alfred W. Fraser was appointed chief concrete inspector for the district, and the following land commissioners were appointed by the commission to purchase right-of-way over the territory required for construction, viz:—

David Allan, appointed May 25, 1907; resigned, October 15, 1907.
John Mullaly, appointed April 10, 1907; resigned, July 17, 1907.
D. J. Buckley, appointed April 10, 1907; resigned, May 20, 1907.
E. Lapointe, appointed July 10, 1907.
Belonis Nadeau, appointed July 10, 1907.
Nath. McLaren, appointed July 20, 1907.
O. L. Price, appointed April 10, 1907.
Z. E. Sloat, appointed April 10, 1907.
Victor Breau, appointed October 21, 1907.

Construction was commenced on the different contracts in the following order:—

Grand Trunk Pacific Railway. . . . . October, 1907.
Lyons & White. . . . . May, 1907.
John W. McManus. . . . . September, 1907.

WEATHER CONDITIONS.

The conditions during the summer of 1907, more particularly between Grand Falls and Edmundston, were abnormally wet, the greater portion of the summer rain falling six days out of ten, in July for twenty-six consecutive days. Progress therefore was greatly retarded and the amount of work that should have been done was not accomplished.

FOREST FIRES.

Although large areas of timber land have been destroyed by fire every summer in New Brunswick for the last three years, with the exception of the summer of 1907, none of those have been caused or started by the engineers, contractors or others connected with the Transcontinental Railway.

TRANSPORT.

Transport conditions existing on the district are similar to those as mentioned in my last report, Mr. Frank W. West, district purchasing agent, taking charge of all transposts going out from district office in addition to his purchasing duties.

CASUALTIES.

No fatal accidents or death of any kind has so far occurred in this district, and the health of the men engaged on the work has been for the most part good.

All of which is respectfully submitted.

GUY C. DUNN,
District Engineer 'A.'

DISTRICT 'B.'

Surveys.—Several small parties were employed during the year in revising location and securing information as to flood levels of the various streams, foundations for structures and other necessary information for the designing of suitable structures.

Construction.—Fair progress has been made with the work under contract, especially towards the close of the year, when men became more plentiful and wages lower than heretofore.

On the 29th of March, 1908, a contract was awarded to Messrs. M. P. & J. T. Davis for the construction of about 52·4 miles from, at or near the New Brunswick and Quebec boundary westerly. This contract completed the general contract work in district 'B,' with the exception of the entrance into Quebec from the Quebec bridge.

The following is a report from Mr. A. E. Doucet, district engineer:—

DISTRICT 'B.'

HUGH D. LUMSDEN, Esq.,
Chief Engineer, Transcontinental Railway,
Ottawa, Ont.

SIR,—I note below, for your information, a short annual report covering the work carried on in my district from the 31st of March, 1907, to the 31st of March, 1908.

Since the 31st of March, 1907, the location parties have completed their work and the rechaining has been carried through from the New Brunswick boundary to Weymontachene, a distance of 403 miles. We have but one small party in the field revising the final location near the latter place, and securing further information as to flood levels and conditions of the flow of ice in order to provide sufficient waterway when designing the bridges over large rivers and culverts over the smaller water courses.

The final mileage in my district is now as follows:—

From the New Brunswick boundary to the north abutment of the Quebec bridge	203·37 miles.
From the north abutment of the Quebec bridge to Weymontachene	198·77 "
Total	402·14 "

LAND SURVEYS.

One land surveying party is still at work completing the plans and books of reference near the New Brunswick boundary. A second is employed correcting errors in the original surveys of properties and making plans of additional lands required for the purpose of the railway.

ORGANIZATION OF CONSTRUCTION STAFF.

That portion of the line now under active construction is divided into eight divisions, subdivided into twenty-seven residencies. Including our headquarters staff, division and resident engineers and their employees, concrete, tie and timber inspectors, land survey and bridge parties, material clerks, &c., we now employ 297 men.

PURCHASE OF RIGHT OF WAY.

The purchase of the land necessary for our right of way is progressing very satisfactorily, most of the land owners accepting our terms.

TRANSPORT.

Owing to the advanced state of the work, the question of transport is now a comparatively easy one. From the New Brunswick boundary to La Tuque roads are built over which supplies can easily be carried by teams in the winter. On that portion of the line west of La Tuque, where no summer roads are available, we have cached sufficient supplies to last our engineers till the winter roads are again opened up in 1908-9.

CASUALTIES ON ENGINEERING STAFF.

I am happy to state that there have been no fatal accidents to our district employees during the year. A few cases of typhoid fever have taken place, but those so attacked have recovered, but they are not important enough to require special attention.

CASUALTIES ON CONSTRUCTION.

Among the contractors' employees, however, several accidents have, I am sorry to say, taken place, but considering the large number of men employed and the well known carelessness of men perfectly accustomed to the use of dynamite, the wonder is that so few fatalities have to be recorded. The following list comprises the names of those who have met their death through blasting or directly due to accidents of construction during the year:—

On Messrs. Macdonald & O'Brien's Contract.

March 26, 1907. C. Helgerson. Explosion.
August 20, 1907, O. Philippe. Explosion.
September 19, 1907, F. Doherty. Attending steam shovel.
November 9, 1907, N. Beaton. Attending construction train.
February 11, 1908. A. Simione. Explosion.

On Messrs. M. P. & J. T. Davis Contract.

October 17, 1907, J. Lachance. Thawing dynamite.
January 25, 1908, Jas. Groves. Crushed in rock slide.
December 20, 1907, Ignatio Pugliano. Crushed against car by quantity of frozen earth falling on him.

CONSTRUCTION.

The whole mileage throughout district 'B' is now under contract, the last 53 miles from the New Brunswick boundary westwards having been awarded in March

last. Of the remaining 349 miles active operations are being carried on 312 miles. The contractors of the Grand Trunk Pacific have found it impossible to put in sufficient supplies to start operations on the last 37 miles near Weymontachene at the western end of the district.

There are now working in my district the following number of men and teams:—

	Miles.	Men.	Horses.
On M. P. & J. T. Davis' contract	200	2,447	522
On Macdonell & O'Brien's contract	100	2,010	278
On Grand Trunk Pacific Railway's contract	48	751	72
Totals		5,208	872

The work of construction has progressed steadily throughout the year. Since the autumn of 1907 labour is more plentiful, of a superior class and the wages paid are now on more reasonable terms than formerly. Cement for the season's use has been safely stored in various places, so that our concrete structures will not be a cause of delay to the grading and track laying. The only concrete work done this winter is that the St. Maurice river bridge above La Tuque, where it was found advisable to do the caisson work and concrete work to water level whilst the river was frozen over. Every precaution has been taken to assure the stability and reliability of this important structure.

RBIDGE SUPERSTRUCTURE.

The only steel bridges erected to date are those of the Batiscan river, mile 65½ west of Quebec, and a small highway bridge at mile 71¾, also west of the Quebec bridge. The concrete work of several other large bridges, including the Etchemin, St. Anne's, Charest, Big Bostonnais, Croche and Au Lait rivers, is now completed and the bridge companies will be kept hard at work erecting the superstructures at these various points during the present year.

TRACK LAYING.

From the Quebec bridge westerly, on the Davis' contract, 6 miles of main line track have been laid; from Hervey Junction easterly, 7 miles, and from Hervey Junction westerly, 18 miles have been put in. A beginning has also been made at La Tuque, one mile of track being in place at this point. As soon as the snow disappears the contractors will at once resume track-laying operations, and by the fall of the year we shall have a considerable mileage of track laid and ballasted.

On the south side of the St. Lawrence track-laying will also be done from St. Anselme, both east and west. Messrs. M. P. & J. T. Davis will have four and Macdonell & O'Brien six steam shovel outfits at work during the season.

We have delivered to date rails and fastenings as follows:—

St. Anselme, County Dorchester	102	mls.	rails and fastenings.
Belair, County Portneuf	25	"	"
St. Basile, County Portneuf	22	"	"
Hervey Junction, County Portneuf	90	"	"
La Tuque, County Champlain	37	"	"
Total	276		

FENCING.

A suitable railway fence is being built wherever required, and 53 miles of this fence have been erected to date.

TELEGRAPH LINE.

The erection of our telegraph line is kept up with the track laying. This line is being used by the contractors for the operation of their construction trains.

In conclusion, I wish to state my indebtedness to my assistants and staff for the loyal help they have given me throughout in carrying out this important work to a successful issue.

A. E. DOUCET,
District Engineer 'B.'

DISTRICT 'C.'

Surveys.—There were six survey parties in the field during the summer months on first location, revision and final location. They were all disbanded in December and January. In the middle of January a party was sent out to the western end of the district to take borings and soundings for foundations of structures, and depths of muskegs, and are still employed. As soon as the ice goes several parties will be employed in completing surveys.

Construction.—No work has yet been done on the westerly forty-six miles under contract by the Grand Trunk Pacific Railway Company, and no other contracts have as yet been let in this district.

The following is a report from A. N. Molesworth, district engineer:—

DISTRICT 'C.'

HUGH D. LUMSDEN, Esq.,
Chief Engineer, Transcontinental Railway,
Ottawa, Ont.

DEAR SIR,—In accordance with instructions I have the honour to submit the following report of work carried on in district 'C' from the 31st of March, 1907, to the 31st of March, 1908.

On the 31st of March, 1907, most of the preliminary surveys had been finished and all the first location, except 51·20 miles, but only 92·19 miles of revised location and 15 miles of final. Since that time the first and revised locations have all been completed, and all of the final location, except 106 miles. We have now a very good line located over the whole district and have shortened the distance by several miles. On the 106 miles, which has not yet been finally located, is found the heaviest work on the district, the country being rough and broken. In the final location this season we hope to materially improve this portion of the line.

Party 1a, in charge of S. G. Smith, revised the location from Weymontachene westward for a distance of 40·44 miles to Menjobagus lake, which they completed by the 1st of January, 1908, when the party was brought in and disbanded. On this revision Mr. Smith made some very important changes in the line, which reduced the cost materially.

About February 1, I sent Mr. Smith back to Weymontachene with a small party to take borings and soundings in all the streams and deep muskegs, and he is still engaged on that work.

Party 2, in charge of E. B. Haycock, commenced locating from Menjobagus lake westward about April 1, 1907, and continued until they reached Susie river, a distance of 65 miles. At the end of August Mr. Haycock resigned and Mr. I. J. Steel took charge, finishing the location to Susie river in the middle of December, 1907, when the party was brought in and disbanded.

Party 3a, in charge of A. L. McDougall, ran revised location over the same country where Mr. Steel was running first location, viz.: from Menjobagus lake to Susie

river. He made a great improvement in the location, running an alternative line for a distance of 33·6 miles on which he gets a summit 150 feet lower, 645 less curvature and a saving of over $300,000 in cost. Mr. McDougall completed his revision on January 25, 1908, when he brought his party in and they were paid off.

Party 4, in charge of I. J. Steel, commenced final location at Susie river in the spring of 1907, running westward to a point near Millie lake. At the end of August Mr. Steel was sent to take charge of party 2 from which Mr. Haycock resigned, and Mr. A. H. Greenlees finished final location to Millie lake in December, 1907, when party was brought in and disbanded.

Party 6, in charge of W. D. Robertson, continued final location westward from Millie lake, reaching the west end of the district about December 1, 1907, when the party was brought in and disbanded. Mr. Robertson improved the line very much in places, particularly in the vicinity of Bell river.

Party 8, in charge of N. Tooker, was revising location from the west end of district to the Hurricanaw river on the 1st of April, 1907, which he finished the 12th of June, 1907. He then moved his party over to Millie lake, revising the line which Mr. Robertson had finally located in the winter as far as Cedar creek, a distance of 32 miles. As the balance of Mr. Robertson's location was done in the summer, it was not necessary for Mr. Tooker to run any further, and his party was disbanded in the last week in September.

On the 15th of January, 1908, Mr. Tooker was sent to western end of district with a small party to take borings and soundings in all streams and muskegs, and he is still engaged at that work.

The contract which was awarded the Grand Trunk Pacific Company in March, 1907, covers a distance of 46·32 miles in this district in place of 42 as mentioned in my last report, owing to the line being shortened in district 'D.' No work has yet been done on this contract.

TRANSPORT SERVICE.

The transport service on district 'C' has been well carried out during the past year, all parties in the field being fully supplied at all times. On the west 46 miles of the district, on which contract has been let, Mr. B. R. McDougall, transport officer, has erected houses for the engineers who will have charge of the construction.

CASUALTIES.

I regret to have to report three deaths by drowning and two by illness during the past year.

John W. McDonald, Joseph and Rod. McDonald, axemen on party 6, were drowned through the upsetting of a canoe on May 28, 1907, in Bell river, the bodies being recovered three weeks afterwards and brought out for burial during the winter of 1908.

Frank Foote, cook, party 2, died at East Cache on the Gatineau division on the 3rd June, 1907, after a severe attack of meningitis caused by the disease of the ear. His body was buried at camp 2 on the west fork of the Gatineau river, and afterwards brought to Ottawa for burial during the winter of 1908.

Frank Canoe, Caughnawaga Indian, engaged on transport service, died at Kenojevis cache after a short illness. Our medical officer at that point was in attendance His body is buried near the cache.

REPORT AND DESCRIPTION OF LINES RUN FROM APRIL 1, 1907 TO MARCH 31, 1908.

Party.	Explanation.	Preliminary.	1st Location.	Revised Location.	Final Location.
1a	21·00	26·50		44·50	
2	17·10	77·95	51·20		
3a	19·10	42·50		65·71	
4	6·00	49·09		24·60	59·35
6	110·00			19·80	72·51
8		28·28		53·65	18·03
Total	173·20	224·03	51·20	208·26	149·89

A. N. MOLESWORTH,
District Engineer 'C.'

DISTRICT 'D.'

Surveys.—Four parties were employed on location and revision surveys during the summer season. These, however, were disbanded before the close of 1907, most of the members of the parties being transferred to construction or work in connection therewith.

Construction.—Owing to the shortening of the line in this district on final location, the actual mileage under construction in the district has been decreased over two miles, but this causes a similar increase in the mileage in district 'C.'

Very little work has been done on the 103·65 miles under contract, which was awarded to the Grand Trunk Pacific Railway Company in March, 1907.

On the 28th of March, 1908, a contract was entered into with Messrs. E. F. & G. E. Fauquier for the construction of 100 miles from the 103·65 mile westerly to the 203·65 mile.

The following is a report from Mr. John Aylen, acting district engineer:—

HUGH D. LUMSDEN, Esq.,
Chief Engineer,
Ottawa, Ont.

DEAR SIR,—I beg to submit the following report on the work carried on in district 'D' from April 1, 1907, to March 31, 1908.

SURVEYS.

The work of location was carried on by four parties, numbered according to their position in the district from the east end westerly, 2, 4, 5 and 6.

Party No. 2, Mr. Frank Moberly, engineer in charge, having been disbanded in March, 1907, was reorganized in May, 1907, was instructed to lay down the final location from district mileage 52, which is a point on the north shore of Lake Abitibi easterly to the district here. The party completed a location covering this distance by the end of September and was then disbanded. This location follows closely the revised location of party 5, south of Makimik lake, run during the winter of 1906-7, giving in places an improved profile.

Party No. 4, Mr. E. P. Goodwin, engineer in charge, in the beginning of April, 1907, ran a trial location of about 7 miles from Abitibi river easterly to determine the suitability of a crossing of this river about three-quarters of a mile south of the crossing fixed by the location of 1906. This trial location, together with levels taken

by party 5, along the concession lines on the west side of Abitibi river, showed that an improvement could be made in the line by leaving the location of 1906 at or near Mistongo river, at mile 78, crossing the Abitibi river three-quarters of a mile south of the crossing fixed by the location of 1906, and keeping in a westerly course to the south of Commando lake. The party commenced the final location of this line at Abitibi river, mile 95, and ran easterly to mile 42, revising the location of party 2 of 1907, for about 10 miles, from mileage 52 to 42. This work was completed early in October. The party returned to Low Bush river and revised its location for about 5 miles, improving the crossing of the Circle and Low Bush rivers, and avoiding a crossing of a bay of Abitibi lake. On November 18 the party was sent to Whitefish river and commenced a revision of the location of party 2, from mileage 17 to district Zero. On the completion of this work it was disbanded in December, 1907. The axemen were organized as a building gang to erect buildings for resident engineers. The location finally adopted, and on which the work of construction is proceeding from zero to mile 95 at Abitibi river, is the revised location by party 4 from zero to mile 17; the final location by party 2 from mileage 17 to 42, and the above described location of party 4 from mileage 42 to 95.

Party No. 5, G. F. Hanning engineer in charge, in April and May ran a trial location from the adopted crossing of the Abitibi river westerly by the south side of Commando lake. It returned to the Abitibi river and commenced in June a final location from this river westerly to Mettagami river. This location has been adopted from mileage 95 to 135, and the work of construction is proceeding on part of it. From mile 135 it continued a location westerly to mile 141 at Poplar Rapids river, where party 6 had commenced a location running westerly and skirting the north shore of Departure lake. Party 5 moved west on this line of party 6 to mileage 147, and commenced an alternative location running easterly from mileage 147 to 135, crossing Poplar Rapids river 1·5 miles north of the crossing fixed by party 6. This alternative location shows an improvement of the line. It deflects to the north to pass a ridge of rock at the north end of Departure lake, the other location passes this ridge by deflecting to the south. The alternative location is longer, but the difference in the work more than compensates for the additional distance. This work was completed by the end of September. The party then moved east to Mettagami river and revised 11½ miles of its location from mileage 123½ to 135, placing the line in a better position on the side hill approaching Mettagami river from the east. On completion of this work the party was disbanded in November. Part of the force was organized to work a boring machine to determine the character of the material at the site of the structure.

Party No. 6, Mr. A. F. Cotton, engineer in charge, was organized in June and went north to the Transcontinental Railway line from Bisco on the Canadian Pacific Railway, following the Mettagami route. It commenced work at Poplar Rapids river, mile 141, in July, and revised the location westerly to Kapuskasing river at mile 173. Several trial locations across the Ground Hog river were run, but the crossing as fixed by Mr. Robert Laird, in February, 1907, has been found so far to be the most feasible. The party was disbanded in November. The location follows closely that of the preceding year, but gives a generally higher profile. Mr. Cotton and part of his staff were engaged in the office at North Bay for the remainder of the term covered by this report.

There is attached hereto a tabulated statement of the mileage and classification of the lines run by these parties during the year.

Boring gang.—From May 20 to the end of August, 1907, a party was engaged under Mr. C. H. Morse testing the material at the site of the bridges from Abitibi river easterly to the end of the district. This was done by sinking a pipe driven by a boring machine and aided by a stream of water. From Abitibi river westerly to

Mettagami river, mile 195 to 135, work of the same character was carried on from the beginning of November, 1907, to February 28, under Mr. S. A. Desmeules.

Building gangs.—A building gang was organized January 1, 1908, to put up buildings for engineers on division 2, and worked on residencies 4 and 6 to March 31. A like gang has been engaged since August 10, 1907, putting up buildings for engineers on residencies 9, 8 and 7. Two other building gangs were organized on March 1, 1908, and are putting up buildings for engineers west of the junction with the T. & N. O. Railway. They are working at Frederickhouse river and at Mettagami river, miles 109 to 125. These gangs average about eight men each.

Location.—The favourable character of the country has enabled an exceptionally good location to be laid down. There are no curves sharper than 3, and there are only six 3 curves in the 247 miles. The steepest grade opposed to eastbound traffic is $\frac{3}{10}$ of one per cent, and opposed to westbound traffic $\frac{6}{10}$ of one per cent; on curves the ruling grades are flattened to compensate for the additional resistance due to the curvature. The grade attains its highest elevation at the east end of the district, where it is 999 feet above sea level, and its lowest elevation at Lost river, 181 miles to the west, where it is 726 feet; between these elevations it undulates throughout the district.

The bridging is a considerable part of the construction. The line traverses the country in a direction nearly at right angles to the trend of the rivers. For the first 70 miles the drainage is southerly to Abitibi lake, which has a length of 44 miles and a maximum width of 18 miles. The line touches the north shore of the lake at mile 50 and again at mile 60. It crosses several tributaries of this lake, three of which can be ascended from the lake to the line by boats of three feet draught, and by the improvement of bars at the mouth of these rivers the draught can be increased. At mile 78 it crosses a small tributary of Abitibi river flowing in a deep valley requiring a viaduct of 1,065 feet long. From mileage 94 to 215 it crosses, besides small streams, seven rivers of considerable size, being 250 to 800 feet wide, and spaced from 14 to 25 miles apart, all flowing northerly in a direction nearly at right angles to the line. There will be about 8,400 lineal feet of permanent bridges and viaducts in the 247 miles.

LAND AND TIMBER.

The line traverses a region of good agricultural land, the soil being for the most part clay and loamy clay, though ridges of gravel and sand are met with in an occasional ridge of rock. There are marshes and swamps of considerable extent that need an additional drainage, but there is little of what can be called muskeg in the ordinary acceptance of the term. The soft saturated material of the marshes is not deep and is underlaid with clay. The largest timber is found along the streams and inland on the ridges. It is chiefly white spruce, poplar, Balm-of-Gilead and birch. This timber ranges from the size of pulp wood to 30 inches in diameter, many of the white spruce trees attaining a height of 90 to 100 feet. On the sand and gravel ridges, prevailing timber is jackpine, much of which is suitable for ties. The timber of the swamps consist of black and white spruce, tamarack and cedar, most of the spruce being suitable for pulp wood. The tamarack is dead, having been killed by the larch fly. The cedar attains a fair size in places, but there is not much of it.

CONSTRUCTION.

On March 14, 1907, a contract was entered into with the Grand Trunk Pacific Railway Company for the construction of 150 miles of the road, of which 103·65 miles is in this district and the remainder in the adjoining district to the east. The contracting company sublet the work; the clearing to Messrs. Rogers & O'Brien, and the rest of the work covered by the contract to the J. H. Reynolds Construction

Company. The representatives of the construction company arrived in October, and after looking over the work began the construction of camps and the cutting of roads. The yestablished their headquarters at McDougall's chutes on the Temiskaming and Northern Ontario Railway, which is also on the bank of the Black river, a tributary of the Abitibi. They have established a camp at Mistongo river, mileage 78, and at Abitibi river crossing, mileage 95. They have a winter road from mileage 62 to 103 along the right of way, and a winter road from McDougall's chutes to Abitibi lake, about 27 miles, for 16 of which it follows closely the road cut by the commissioners, but which has been improved.

The officials of the construction company inform me that it is their intention to put in supplies by boats and scows, and that they are only putting in a limited quantity this winter, sufficient to carry on the work until more can be delivered by water; that their company has entered into a contract with Messrs. R. & T. Walsh to transport supplies from McDougall's chutes to Abitibi river crossing and to Abitibi lake, and to all points on the line that can be reached by steamers. Messrs. R. & T. Walsh are building steamers and scows at Abitibi lake for this service. The navigation of part of Abitibi river will be difficult, but the construction company is confident that it can run a line of boats successfully from McDougall's chutes to Abitibi river crossing and to Abitibi lake by putting in tramways to transfer the freight at three chutes.

The value of the work performed under this contract with the Grand Trunk Pacific Railway Company to March 31, 1908, was $19,234, most of which is for clearing.

On March 28, a few days before the end of the year covered by this report, a contract was entered into with Messrs. E. F. & G. E. Fauquier for the construction of 100 miles of the railway from mileage 103·65 to 203·65.

TRANSPORT.

The Northern Transfer Company under its contract of December 19, 1906, for the transport by teams of an approximate quantity of 130,000 lbs. of supplies from the end of the track on the T. & N. O. Railway to various caches of the commissioners, had delivered the supplies at points where they were taken over from the company in May, 1907. Owing to the breaking up of the roads part of the supplies were transported by water.

Two contracts were entered into with A. Devine, of North Bay, for the transportation of supplies by teams from the T. & N. O. Railway at McDougall's chutes to caches of the commissioners. The contract of December 20, 1907, for the transportation of an approximate quantity of 92 tons of supplies was carried out in a satisfactory manner. The contract of February 17, 1908, for the transport of an approximate quantity of 66 tons was not being carried out in a manner to insure the delivery of the supplies and the work was taken out of the cotnractor's hands on March 21, and is being carried on by the commissioners.

There were transported by canoes during the summer of 1907, from Canadian Pacific Railway line to the caches in the west end of the district, an average distance of 180 miles, 54,000 lbs. of supplies.

About 14,000 lbs. were removed last fall and winter chiefly by dog teams to equalize the supplies in the caches and to store supplies at points inaccessible by canoe, for the use of location parties in the summer. This work was carried on by the commissioners' men under the direction of the transport officer.

There are eight caches in the district which serve as centres from which to distribute supplies. In these caches there was stored on March 31, 1908, the approximate quantity of 175 tons. At these places very good vegetables are raised by the cachekeepers. At McDougall's chutes cache on August 29, 1907, a piece of land was sown to winter wheat and winter rye. Three varieties of wheat were put in and one

of rye. For the seed we are indebted to Dr. Saunders of the Central Experimental Farm. When the winter set in the grain looked well.

Up to March 31 six residencies had been organized, being Nos. 3, 4, 6, 7, 8 and 9, the engineers being respectively Messrs. E. Irvine, V. E. A. Belanger, C. H. Morse, H. R. Wade, C. H. Cummings and Geo. Butler.

In December, 1907, Mr. G. F. Hanning was appointed division engineer of division 3, and in January, 1908, Mr. E. P. Goodwin was appointed division engineer, division 2, which covers residencies 4, 5, 6 and 7, and he was put in temporary charge of division 1.

Mr. S. R. Poulin had been district engineer from June, 1905, to the beginning of October, 1907, and the writer assistant district engineer. On the latter date Mr. Poulin was transferred to district 'F.' and the writer appointed acting district engineer of district 'B.'

Mr. W. A. Nelles was added to the permanent staff of the office in December, 1907, as assistant accountant.

ACCIDENTS.

During the year we lost one man, Geo. Lecours, canoeman on the transport service, who was drowned in the Buck Deer rapids of the Abitibi river on October 21. Two canoes were proceeding down the river in charge of Mr. S. F. McGrath, transport foreman, and on reaching the Buck Deer rapids the foreman's canoe went ahead, the other canoe, in which Geo. Lecours and Robert Mustard following Lecours' canoe turned in the rapids and struck broadside on a projecting log and sank. Lecours jumped on to the log, but by the time Mustard was taken from the river Lecours had disappeared. Diligent search has been made for the body, but until the ice goes there is little chance of it being recovered.

The following is a table showing the mileage and descriptions of lines run by the different parties from April 1, 1907, to March 31, 1908:—

Party.	Exploration Lines.	Preliminary Lines.	1st Location Lines.	Alt. 1st Location Lines.	Rev. Location Lines.	Final Location Lines.
2					39.0	23.0
4	32.5			7.0	11.	70·0
5	24.9	33.7		8.0	25.7	42.0
6	54.7			5.2	32.0	
	112.1	33.7		20.2	107.7	135.0

JOHN AYLEN,
Acting District Engineer, 'D.'

DISTRICT 'E.'

Surveys.—From the following report of Mr. T. S. Armstrong, district engineer, it will be seen that three parties were employed on surveys in this district, and final location was practically completed by October, when the parties were disbanded, but one or two alternative lines have since been suggested, which will be tried as soon as the spring opens.

Construction.—On the 28th of March, 1908, a contract was awarded to Messrs. E. F. & G. E. Fauquier for the construction from a point about 19½ miles west of the crossing of Mud river easterly for a distance of 75 miles.

HUGH D. LUMSDEN, Esq.,
Chief Engineer, Ottawa, Ont.

DEAR SIR,—I have the honour to submit the following report of the work carried on in district 'E' from April 1, 1907, to March 31, 1908.

The mileage covered in this report is from mile 0 east end of the district, five miles east of the Kebinagagami river, to mile 258 west end of the district on the height of land, which divides the waters flowing into Lake Nipigon from those flowing into Hudson bay.

The final location was completed across the district on October 5, 1907.

On April 1, 1907, there were three parties in the field.

Party No. 1, in charge of Mr. A. McLellan, was at the Pegutchewan river, crossing mile 60, April 1, 1907, working west on final location; considerable improvement being made at this crossing over revised location, the grade being lowered 27 feet, the length of the line shortened 4,000 feet and 80 of curvature taken out.

After considerable improvement along the line the party reached Robinson lake, through mileage 176·45, on October 5, and connected with final location started by party 4. The party then came out and was disbanded.

On January 23 party was reassembled and sent out to make some revisions of line, and on March 31 was still at work.

Party No. 3, in charge of Mr. A. V. Redmond, were at Mountain lake, through mileage 195, on April 1, 1907, working west on revised location. July 1 Mr. W. P. Wilgar, who had been on leave of absence, returned and took charge. The party finished revised location to west end of district, through mileage 258, the end of July, and started running east on final location connecting with the final location of party 4 September 30, 1907. The party then came out and was disbanded.

Party No. 4, in charge of Mr. J. S. Tempest, were working east on revised location, April 1, 1907, and were 11 miles east of Robinson lake. They ran east to Kawakashagma river, a distance of 24·45 miles, and after the break up moved to Robinson lake and started final location, running west, and finished on September 21 at through mileage 223. Party then moved out and was disbanded.

WORK DONE BY DIFFERENT PARTIES.

Party.	Exploration Lines.	Preliminary Lines.	Revised Location Lines.	Final Location Lines.	Alternative Location Lines.
1.	4.00	60.18	7.60	116.45	19.00
3	101.70	64.10	65 30	35.00	1.50
4.....	.....	31.99	24 45	46.44	....
	105.70	158.27	97.35	197.89	20.50

I may say that considerable reductions were made in quantities throughout the district and the line improved.

Grades do not exceed $\frac{4}{10}$ running east and $\frac{6}{10}$ running west.

There are no curves exceeding 4 or 1,433′ radius.

There are now 12 caches on the district, one having been abandoned last fall, the supplies being placed in other caches. Last June they were provisioned for one year. The transport of these supplies was let by contract, and the work very satisfactorily carried out. The supplies needed for the coming year have been received, and transported by sleigh to Lake Nipigon, ready for distribution on the opening of navigation.

A weekly mail service was provided last summer to parties and caches within reach of Lake Nipigon, which gave good satisfaction. During the winter months the mail was carried to the caches by dog teams.

I am glad to report that there were no deaths or severe accidents during the past year. In November the services of Medical Officer Dr. Bryan were dispensed with, as all the parties were disbanded.

Only one bush fire was reported in the district last year, northeast of Lake Nipigon. This is supposed to have been started by Indians, but did not originate near our line of survey. The weather last year was very exceptional, the ice on Lake Nipigon not breaking up till June 16. On May 31, at Jackfish lake, the snow was two feet deep and did not disappear until June 5. The summer was unusually wet and cold, which, to an extent, delayed the work of the parties in the field.

T. S. ARMSTRONG,
District Engineer, 'E.'

DISTRICT 'F.'

Surveys.—From the accompanying report of Mr. S. R. Poulin, district engineer, it will be seen that three survey parties were out in June to revise portion of the location and complete final location between the east end of the district and Lake Superior junction near Pelican falls.

Party No. 2, under Mr. H. J. Mackenzie, was disbanded in January, the other two parties being still in the field.

In the latter part of September it was considered advisable to make a change in district engineers, and Mr. S. R. Poulin was appointed to the position, replacing Major A. E. Hodgins (Mr. C. O. Foss acting with Mr. Poulin for the first two weeks).

Construction.—Since November construction has been proceeded with much more satisfactorily, owing to the labour being more plentiful and wages lower than heretofore.

HUGH D. LUMSDEN, Esq.,
Chief Engineer,
Ottawa, Ont.

DEAR SIR,—I have the honour to submit the following report on location and construction in district 'F' from the 1st of April, 1907, to the 31st of March, 1908.

CONSTRUCTION.

The work under contract to the J. D. McArthur Company from Winnipeg eastward to Lake Superior junction has made very good progress, especially during the last six months. At the first of the year the work was retarded on account of the unusually wet summer and the difficulty of procuring men. Labour was very unsettled and the highest wages did not seem to attract the workingmen. In October and November, however, a great change took place. The closing of summer work in the west and in the western states caused a great influx of labour to come to Winnipeg, and the contractor and subcontractors were enabled to procure sufficient force to man all their work, the wages coming down to the normal scale of 17c. and 20c. per hour for common labour. This, taken with the exceptionally fine winter we have had, seems to have put new life in the work, and the progress has been more satisfactory, the monthly estimates increasing gradually since October until the end of March, when same was nearly double that of September, 1907.

The work of construction having been divided into five divisions, I shall take them separately, commencing at Winnipeg.

Division No. 9.—The first division east of Winnipeg on account of the prairie section is the longest—75 miles. The grading on the same is practically completed and will be finished by June 1.

The track is laid eastward from Winnipeg to the Whitemouth river, a distance of, say 53 miles, and the Canadian Bridge Company are now erecting the steel bridges over the Canadian Pacific Railway overhead crossing. As soon as that is completed they will put up the bridge over the Whitemouth river, and I expect track laying to be resumed about the 1st of June. The masonry for the said bridge is all completed. One lift of ballast has been given to a considerable portion of the track. There will be two ballast pits working shortly, so that the work of ballasting shall keep up to the track laying this summer.

Division No. 8.—The second division is 33 miles long. The work is heavy throughout, especially at the east end, and is all covered with men, some of the heavier cuttings working day and night. I expect track to be laid over the whole of this division by the end of August or September. This will leave five miles on the third division to reach the crossing of the Winnipeg river. The grading on that portion will be finished and cause no delay.

Division No. 7.—At the Winnipeg river crossing the two abutments for the bridges are completed, and the foundations for the single piers are in. The masonry will be completed on July 1. This division is 50 miles long, and has the heaviest work, but is also well covered with men, and the track should be laid over the whole of it in 12 months.

Division No. 6.—The work on this division is also very heavy, but is fairly advanced. The subcontractors have taken in three steam shovels to place at the heaviest fills, and on the whole of the 46 miles the grading should be ready for track laying within 12 months.

Division No. 5.—The last 43 miles to the junction with the Grand Trunk Pacific Thunder Bay branch is all opened up. The work, though heavy in some places, is much lighter as it gets near the junction. Steam shovels have also been put in this winter to make some of the heaviest fills. At least 25 miles from Lake Superior junction westward will be ready for track laying in the month of October, and the balance of the division by the end of the year.

The contractors along the line have taken in almost enough supplies to last out the whole summer, especially in the heavy and bulky line, as well as sufficient amount of explosives, so that I do not anticipate any difficulties in keeping the work well covered with labourers.

I regret to report there have been a considerable number of accidents on construction. There have been forty-three deaths reported to me and forty-seven wounded in thirty-nine different accidents. The great majority of these accidents happened in the winter months, and it would appear that the method of thawing dynamite, and the using of the same in a semi-frozen state, accounts for the greater number of the accidents, while the men, though repeatedly warned to be careful, become very careless and do not seem to realize that their want of care jeopardizes the lives of their fellow workmen as well as their own.

The medical service along the construction has been very good, and I have heard of no complaints along the whole length of the line.

LOCATION.

The four parties in the field were disbanded in March, 1907, and three parties, Nos. 2, 5 and 6 were reorganized in June to run alternative lines, revise parts of location and complete the final location from the northwest end of Dog lake, mile 18, eastward of Lake Superior junction to the junction with district 'E.'

Party No. 6, under Mr. Bucke, ran a new line south of Dog lake as far east as mile 55, located the same and revised it. This, having proved a better line than the

north, has been adopted, and the same party under Mr. H. J. McKenzie is now completing the final location.

Party No. 10, under Mr. McKenzie, revised location from mile 55 eastward to mile 75, and then ran lines from Peninsula crossing eastward to Dog lake. This party was disbanded in January.

Party No. 2, under Mr. Moffat, ran alternative lines from mile 118 eastward, connecting with location of district 'E' 12 miles east of the junction with said district. This was trying a cut-off across a rough country by keeping a few miles to the north. This line, though shorter by 1½ miles, has not proved as good as the south line and is abandoned. The part is now completing final location from Allan Water westward to Eight Mile lake. I expect these two parties will complete their work about the end of July.

The health of the staff and men on the survey parties has been good, and I am happy to report that there have been no acidents worse than a few canoe upsets without any fatal results.

The transportation of supplies has been satisfactory, and our caches are sufficiently provisioned to supply the two parties in the field until completion of their work, my intentions being to send in fresh supplies in August and September next to meet the requirements of the engineers on construction.

I give you below a table showing the mileage of lines run by different parties during the past year:—

Party.	Exploration Lines.	Preliminary Lines.	1st Location Lines.	Alt. 1st Location Lines.	Rev. Location Lines.	Alt. Final Location Lines.	Final Location Lines.
2.....	.....	44.10	1.50	.....	4.20	15.26	33.00
5.....	11.00	54.60	18.40	.....	14.30	59.50	18.00
10.....	38.00	52.35	36.38	4.26	6.50	.....	.....
	49.00	151.05	56.28	4.26	25.00	74.76	51.00

S. R. POULIN,
District Engineer, 'F.'

SURVEYS.

Surveys may be said to be completed, and final location made over the entire line, with the exception of some revisions of location in district 'C' and 'E,' and the location of about two and a half miles of the entrance into Winnipeg.

The following are the mileages from Moncton, N.B., to some of the principal points according to latest information:—

	Miles.
To New Brunswick and Quebec boundary..	256·61
To North abutment of Quebec bridge..	460·45
To Weymontachene..	656·83
To Quebec and Ontario boundary..	956·74
To Abitibi river crossing..	1,020·15
To Missanabie river crossing..	1,138·46
To Mud lake (Lake Nepigon)..	1,388·00
To Lake Superior junction (Pelican Falls)..	1,557·80
To Winnipeg river crossing..	1,689·79
To Ontario and Manitoba boundary..	1,715·03
To West branch, Red river (Winnipeg)..	1,804·47

From the above it will be seen that the through distance from Moncton to Winnipeg has been reduced by over 13 miles from that estimated in my last report, and over 85½ miles as originally estimated.

TIES.

In the first two general contracts awarded, viz.: to Messrs. Hogan & Macdonell, district 'B,' and Messrs. J. D. McArthur and Company, district 'F,' neither track or switch ties were included, but these have been included in all subsequent contracts for construction.

I attach a statement showing the ties contracted for and delivered during the fiscal year.

RAILS AND FASTENINGS.

I attach a statement giving the names of the contractors, rate, tonnage, points and quantities delivered, and the value of all rails and fastenings received to the end of March, 1908.

BRIDGES.

The substructures for all bridges are being prepared by the general contractors, but the steel superstructures and decking are being furnished and erected under contract with the various bridge companies.

I attach a report from our bridge engineer, Mr. R. F. Uniacke, giving details of the progress of the work under his charge, together with a statement showing the location of the structures, mileage, contractor, estimated weight, prices, total estimated cost and amount paid on account of same to the 31st of March.

TRACK LAYING.

In district 'B' 32 miles in all have been laid, exclusive of spurs and sidings, viz.:—

Six miles in sections between the Quebec bridge and St. Basile, seven miles from Hervey junction easterly, eighteen miles from Hervey junction westerly, and about one mile in the vicinity of La Tuque.

In district 'F' about 53 miles of main line track have been laid from our junction with the Canadian Northern Railway in St. Boniface easterly, and, say, one-half mile at our crossing of the Canadian Pacific Railway near Rennie. There have been also about twenty miles laid in sidings, yards and spurs in this district.

CLASSIFICATION.

Objections were received from the assistant chief engineer of the Grand Trunk Pacific Railway Company by letters dated the 7th of October, 1907, 1st of November, 1907, 14th of February, 1908, 20th of February, 1908, and the 24th of March, 1908, in regard to classification allowed by us in various sections in districts 'B' and 'F.' These objections do not specify particular points or cuttings, but are general, and as soon as the weather will permit and specified points are mentioned, I propose to proceed to a settlement of any such differences as provided under clauses 7 and 4, 3 Ed. VII., chap. 71.

CASUALTIES.

The only fatal accident to men employed on the engineering staff was the drowning of Mr. Geo. Lecours in the Buckdeer rapids of the Abitibi river on the 21st of October, 1907.

In connection with construction, however, reports have been received of a large number of accidents to men employed by contractors, totalling eight men killed in

district 'B,' and forty-three men killed and forty-seven injured in district 'F,' nearly all these accidents being caused by explosives.

It appears that thawing or carelessness in using dynamite are the principal causes of accidents, and in spite of all warnings and instructions, it seems that men who have been handling explosives for years are frequently the very persons who thoughtlessly do some careless act, resulting in their own death, and possibly in that of others employed with them.

QUEBEC BRIDGE.

The deplorable collapse of the Quebec bridge in August last has been a serious blow to portions of this road now under construction south and north of the St. Lawrence river, but it is to be hoped that at an early date the construction of this immense structure will be resumed and completed at as early a date as possible, it being the essential link in connecting Moncton and Winnipeg.

HUGH D. LUMSDEN,
Chief Engineer.

OTTAWA, July 14, 1908.

HUGH D. LUMSDEN, Esq.,
Chief Engineer Transcontinental Railway,
Ottawa.

DEAR SIR,—I beg to submit the following report of work carried on under the supervision of the bridge department up to March 31, 1908.

Contracts for the erection of superstructures of steel bridges are being carried on in districts 'B and "F,' and I am giving herewith a tabulated statement showing the name and location of each bridge, with name of contractor and accounts paid on each.

In district 'B' shop work has been prosecuted on the following bridges:—

	Mile.
Etchemin river	420·38
River le Bras	446·54
River aux Pommes	479·24
Portneuf river	488·64
St. Anne river	503·24
Charest river	510·44
Batiscan river	524·74
Overhead crossing (public road)	530·54
Tawachiche river	542·74
Roberge creek	544·74
R. des Eaux Mortes	554·74

And the Batiscan bridge, mile 524·74, also high crossing at mile 530·54 have been erected and practically completed at the present date.

The Cap Rouge viaduct, mile 462·34, though within the limits of district 'B,' in the province of Quebec, has been separated from this district and the erection and field operations have been under the direct supervision of Mr. E. A. Hoare, divisional engineer. This is the largest single structure we have under contract, and consists of a steel viaduct, 3,335 feet long and 153 feet from base of rail to high water mark. The roadway is supported by braced steel towers of 40 feet spread

longitudinally, and battered two inches to the foot transversely, the foot of each tower posts resting on concrete pedestals and anchored thereto by two 2¼-inch bolts built into the concrete, the spans between towers are 60-foot deck plate girders, excepting the river spans, which are 160 feet and 150 feet deck trusses, the towers for which are resting on massive concrete piers founded by the pneumatic process. The eastern approach span is a 125-foot deck truss in order to avoid having pedestals on the face of the cliff. The entire substructure was completed before the end of 1907. Erection of superstructure began June 8, 1907, and was prosecuted till December 5 of the same year, the work closing down for the winter and about 2,300 feet of structure being assembled and riveted. Erection work was resumed in April, 1908, and is being pushed to completion.

In district 'F' the steel for the crossing over the Canadian Pacific Railway near Rennie, mile 1,736·61, has been completed, also the steel for Whitemouth bridge, mile 1,749·27, and the erection gang have been removed and are preparing to erect the Brokenhead bridges, east and west branch, mile 1,767·4 and 1,774.

The Winnipeg river crossing, mile 1,693, consisting of a through lattice bridge of 300-foot span and one approach span of 100 feet deck girder, is now ready for the steel, which can be started when track is laid to the bridge site. The material for this bridge is in the shops of the Canadian Bridge Company at Walkerville, Ont., and the shop drawings for the same have been checked and approved.

In connection with the general work of the bridge department staff, the procedure is, as soon as we are furnished with a plan and profile on a large scale of a bridge crossing by the district engineer in whose district it occurs, we prepare a general and detailed drawings for each. The data to be furnished us on the preliminary plans must be full and are set forth in the book of general instructions issued by the chief engineer. Borings are made to determine the character of the subsoil and where piling is required test piles are driven, from the record of which we determine the extent to which each pile may be loaded to arrive at the number of piles required to support the superimposed load, thus a complete plan is furnished from this office for both substructure and superstructure for each case for the contractors to work to. When tenders are called for we supply the bridge companies with general drawings, and drawings for standard steel bridges which are to apply in each case. After the tender is awarded the bridge company prepares the detailed shop drawings, which we check and return marked 'approved' when they are satisfactory.

INSPECTION.

All the steel from the mill to erection is subject to close nad systematic inspection. This work has so far been put into the hands of the Canadian Inspection Company of Montreal, who supply competent inspectors at the mills and at the bridge shop. The inspection company report regularly on forms furnished for that purpose, first giving a detailed report on each angle, bar or plate rolled; this includes a chemical analysis of piece cut from each melt, and the physical tests prescribed in the specifications. The shop inspection is carried out by the inspector following each piece of work and checking it with the shop drawings; all defective rivets are cut out and replaced, and each member must leave the shop in good shape and ready to be assembled in the field. From the shop reports we are informed weekly of the condition of each portion of the bridge being fabricated. The same company also put a field inspector on erection who exercises the same care as to assembling, field riveting and painting, and his weekly report tells us exactly in what condition each structure is at the time. All this work has been done in a very satisfactory manner.

CEMENT TESTING.

In order that no cement shall be used but that of the best quality, a cement testing laboratory has been established in Ottawa in charge of a chief cement inspector.

As concrete is the material which is now used on our structures in the place of masonry, the importance of testing all cement is recognized, and our experience, covering a period of two years, during which time over 1,500 cars of cement have been fully tested, shows the wisdom of this course, and I consider the expenditure incurred is fully justified. When a car of cement arrives on the order of our contractors, our inspector on the ground samples by taking a small portion from one barrel in ten, or from one bag in forty, and forwards the result in a tin case to the headquarters' laboratory; we have several hundred of these cases on the road constantly. A sampling record form is filled out and placed in the box, giving car number and all necessary information as to brand of cement and destination. Each sample is, on its arrival, put through the regular tests, and on completion of the 28 days' tests, neat and with sand, a final record is sent to the district engineer, giving full particulars of all tests, and stating whether that particular car is to be accepted or rejected. Our laboratory is well equipped with all the necessary apparatus, and a thorough system of records has been introduced which is very necessary in view of remote points from which samples are sent and the numerous brands in use. Where a chemical analysis is required, or check tests advisable to settle disputes, we send a sample to an independent chemist for test, and the matter has thus been finally settled.

R. F. UNIACKE,
Bridge Engineer.

STATEMENT SHOWING APPROXIMATE ESTIMATED COST OF STEEL BRIDGES AND AMOUNTS PAID ON CONTRACTS TO MARCH 31, 1908.

(District "B.")

Name.	Through Mileage.	Description.	Contractor.	Est. Weight of steel in lbs.	Rate per lb.	Timber.	Rate per M. b.m.	Total Est. cost of superstructure.	Paid to Mar. 31, 1908.
							$	$ cts.	$ cts.
Etchemin River	420.38	2-70′ and 2-100′ dk. pl. gr. spans	Dom Br. Co.	446,400	4.72	50,400	55 00	23,842 08	7,831 22
Over N'ing Q.C. Ry.	433.19	1-66′ thro. pl. gr. span	"	64,800	4.72	12,000	55 00	3,718 56	924 32
River le Brae	446.54	" "	"	64,800	4.72	12,000	55 00	3,718 56	710 06
Cap Rouge Viaduct	462 34	1-rocker bent, 30 towers							
		40′ 32-	"	9,146,000	3.94	554,300	42 00	383,633 00	293,952 39
		40′ and 27-61′ dk. pl. gr. spans							
		1-125′ dk. truss span 5 panels							
		1-150′ " 6 "							
		1-160′ " 6 "							
River aux Pommes	479.24	1-50′ dk. pl. gr. span	"	46,200	4.04	9,500	47 00	2,312 98	2,014 43
Jacques Cartier River	481.74	1-rocker bent. 2 towers 30′ 2-60′ 2-	"	705,000	4.19	52,900	50 00	32,184 50	12,446 66
		30′ 1-80′ dk. pl. gr. 1-100′ R. dk. truss							
Portneuf River	488.64	2-60′ and 1-100′ dk. pl. cr. spans	"	270,000	4.09	32,000	47 00	12,547 00	6,493 34
Lachevrotiere River,	499.67	1-33′ thro. pl. gr. span	"	37,900	4.84	7,400	52 50	2,222 86	163 49
Ste. Annes River	503.24	2-70′ and 2-100′ dk. pl. cr. spans	"	470,000	4.09	50,300	47 00	21,587 10	5,520 21
River Noire	504.74	2-50′ dk. pl. gr. and 1-125′ dk. truss	"	353,000	4.18	33,600	47 00	16,334 60	7,089 41
Nigerette River	505.74	1-30′ dk. pl. gr. span		21,000	4.44	6,500	52 50	1,273 65	142 42
Charest River Viaduct	510.44	4 towers 30′ spans, 4-30′ and 3-60′							
		1-75′ and 1-45′ dk. pl. cr. spans		741,000	3.95	60,800	50 00	32,309 50	26,255 01
Batiscan River	524.74	2 towers 40′ spans, 3.60′, 2-40′		1,394,000	4.23	101,300	50 00	64,031 20	53,213 97
		Dk. pl. cr. spans, 2-100′ and 1-200′							
		Dk. truss spans							
Overhead X'ing (Highw'y)	530.54	3 skewed gr. spans	"	33,000	4.72	7,200	47 00	1,896 00	1,718 16
Tawachiche River	542 74	1-44′ thro. pl. cr. span	"	59,400	4.84	9,000	52 50	3,347 46	804 94
Roberge Creek	544.74	1-40′ 0 to D.T. thro. pl. cr. span	"	93,600	4.84	16,000	52 50	5,370 74	1,358 37
River des Eaux Mortes	554.74	1-125′ dk. truss span	"	279,000	5.12	19,000	52 50	15,282 30	5,968 89
River du Milieu	556.74	2 towers 60′ span, 5 towers 40′ span, 2-90′, 6-60′, 5-40′, 3-75′, dk. pl. cr. spans, 1-225′ dk. truss span	"	3,006,000	4.93	170,000	52 50	157,120 80	723 02

THE COMMISSIONERS OF THE TRANSCONTINENTAL RAILWAY.

Statement Showing Approximate Estimated Cost of Steel Bridges and Amounts Paid on Contracts to March 31, 1908.

District "F."

Name.	Through Mileage.	Description.	Contractor.	Est. weight of steel in lbs.	Rate per lb.	Timber.	Rate per M. b.m.	Total est. cost of superstructure.	Paid to Mar. 31, 1908.
Wabigoon River	1626.54	2-40'0 to 0 D.K. pl. cr. spans	Can. Br. Co.	200,000	5.70	27,000	$50 00	$12,750 00	$ 4,726 19
		1-93' cr. spans	"						
Winnipeg River	1690.01	1 100' cr. spans	"	175,000	5.70	59,900	50 00	95,770 00	23,853 89
		1-300' thro. truss span		1,200,000	6.90				
OverX'ing C.P.R. (near Rennie)	1736.61	2-50' dk. pl. cr. spans		239,400	5.70	30,000	50 00	15,145 80	5,795 55
		1-78' thro							
Whitemouth River	1749.27	2-90' dk. pl. cr. spans		248,000	5.70	30,200	50 00	15,646 00	5,933 47
Brokenhead R. (E. branch)	1767.4	1-90'0 to 0 thro. pl. cr. spans	"	190,000	5.70	18,000	50 00	11,730 00	5,509 95
Brokenhead R. (W. branch)	1774.	1-60'0 to 0 dk. pl. cr. spans	"	100,000	5.70	13,200	50 00	6,360 00	2,595 80

DISTRICT "F."

STATEMENT SHOWING DISTRIBUTION OF TIES IN DISTRICT "F" BY VARIOUS CONTRACTORS, AT AND BETWEEN POINTS DESIGNATED BELOW, UP TO MARCH 31, 1908.

Mile.	Contractor.	No. contracted for.	1st class.	Rate.	Value.	2nd class.	Rate.	Value.	Total value ties Delivered.
				Cts.	$ cts.		Cts.	$ cts.	$ cts.
0 - 80	Eastern Construction Co	300,000	215,192	60	129,115 20	84,808	55	46,644 40	175,759 60
70 - 80	D. Galbraith	Cut on right-of-way.	5,205	25	1,301 25	3,274	15	491 10	1,792 35
136 -146	Robt. Bates	100,000	80,000	40	32,000 00	20,000	35	7,000 00	39,000 00
148.4-150	D. Galbraith	Cut on right-of-way.	1,611	25	402 75	513	15	76 95	479 70
155	D. L. Mather	157,200	70,804	65	46,022 60	31,168	65	20,259 20	66,281 80
182	D. L. Mather	4,000	4,000	60	2,400 00				2,400 00
182	*Rat Portage Lumber Co		2,434	70	1,703 80	7,935	68	5,395 80	7,099 60
193	W. Wardrobe		305	45	137 25	458	40	183 20	320 45
198 -200	W. Wardrobe		401	45	180 45	1,328	40	531 20	711 65
Place.									
St. Boniface	J. & J. Couture	7,000	1,573	70	1,101 10	1,548	70	1,083 60	2,184 70
"	†Rat Portage Lumber Co	50,000 to 75,000	40,490	80	32,392 00	41,992	70	29,394 40	61,786 40
"	P. P. Elliott	50,000	30,905	70	21,633 50	18,746	64·3	12,053 68	33,687 18
	J. Hyland & Co		111	81	89 91	179	81	144 99	234 90
"	J. T. Horne	100,000	44,269	78	34,529 82	41,355	67	27,707 85	62,237 67
"	J. E. Tempest	25,000	17,135	75	12,851 25	10,267	67	6,878 89	19,730 14
"	E. Guilbault	50,000	39,635	67	26,555 45	10,365	60	6,219 00	32,774 45
"	E. Guilbault	25,000				2,085 8,341	75 60	1,563 75 5,004 60	6,568 35
"	D. L. Mather	4,000	4,010	60	2,406 00				2,406 00
	Totals		558,080		344,822 33	284,362		170,632 61	515,454 94
"	Rat Portage Lumber Co	508 twelve-foot ties at $1.20							609 60
		Total value							$516,064 54

* Deliveries at both of these points embodied in one Contract.

† To accompany Chief Engineer's Report for Fiscal Year ending March 31, 1908.

STATEMENT showing Distribution of Ties, Delivered by J. G. Hearn in District 'B', West of River, up to March 31, 1908.

Mile.	Place.	First class.	Second class.	Total.	Amount as per contract.
	Ross Hill	994	5,775	6,769	
9	Belair	36,400	9,875	46,315	105,000 at or near Belair.
9 - 27·8	Belair to St. Basile	1,273	138	1,411	
27·8	St. Basile	18,695	7,364	26,059	105,000 at or near St. Basile.
27·8	St. Basile to St. Anne River	870	59	929	
43·5- 50·7	St Anne River to Charest	348	7	355	
50·7- 65 3	Charest River to Batiscan River	73,324	8,012	81,336	
65·3- 73	Batiscan River to Reed's Camp	7,377	743	8,120	
73	Reed's Camp	39,885	5,344	45,229	150,000 at or near Reed's Camp.
73 - 95	Reed's Camp to Eaux Mortes	88,503	10,570	99,075	
95 -105	Eaux Mortes to Lac Brochet	28,330	3,948	32,278	75,000 between Reed's Camp and La Tuque.
105	Lac Brochet	44,610	6,093	50,703	
105 -112	Lac Brochet to Lac à Beauce	52,032	6,259	58,291	
112	Lac a'Beauce	30,412	6,372	36,784	
112 -123	Lac à Beauce to La Tuque	14,689	1,144	15,833	
123	La Tuque	7,176	677	7,853	110,000 at or near La Tuque.
128·9-145	River au Lait to Vermilion River	11,869	1,196	13,065	
	Totals	456,827	73,576	530,403	545,000

First contract..... 210,000 ties.
Second contract... 335,000 ties.

Total. 545,000

Total ties contracted for 545,000
Total ties delivered..... 530,403

Required to complete contract .. 14,597

Value of ties delivered	168,000 at 50c=	$ 84,000 00	
.....	42,000 at 46c=	19,320 00	
.....	288,827 at 57c=	164,631 39	
....	31,576 at 44c=	13,893 14	
Total.....	530,403		$281,844 83

To accompany Chief Engineer's Report for fiscal year ending March 31, 1908.

SESSIONAL PAPER No. 46

COMMISSIONERS OF THE TRANSCONTIENTAL RAILWAY.

Statement of Approximate Tonnage and Value Thereof of Track Material Delivered up to March 31, 1908.

Dist.	Contractor.	Rate.	No. of Tons.	Point of Delivery.	Tons Delivered.	Approximate value.
		$ cts.				$ cts
	Rails—					
A....	Dominion I. & S. Co.....	35 85	3,771	Moncton	3,771	241,949 81
A....	" "	35 85	4,023	"	3,391	
A....	" "	37 60	3,771	Edmundston..	3,771	230,313 61
A....	" "	37 60	4,777	" ..	3,043	
B....	" "	34 00	23,000	Quebec.....	21,111	744,247 11
B....	" "	35 00	1,886	"	810	
B....	" "	35 00	10,686	Levis.....	10,686	355,240 92
B....	" "	35 00	8,800	"	270	
B....	" "	34 00	Deliv'd	from Quebec:.	1,886	63,936 30
D....	Algoma Steel Co..... (In storage at mill under Insurance.)	40 00	10,686	T. & N. O. Jcn		
F....	Algoma Steel Co.....	34 00	32,000	Pt. Arthur....	31,463	1,044,747 92
F....	Dominion I. & S. Co.....	34 50	10,000	" ...	5,478	188,529 89
						3,204,148 84
	Angle bars—					
A....	Nova Scotia S. & C. Co.....	48 16	200	Moncton.....	201	19,375 09
A....	" "	48 16	200	Edmundston..	201	
B....	" "	47 04	1,217	Quebec.....	1,219	57,367 89
B....	" "	47 04	100	Levis.....	103	4,861 04
B....	Montreal Rolling Mills.....	46 58	568	"	569	26,500 68
F...	Hamilton S. & I. Co.....	43 68	2,241	Port Arthur..	2,250	98,305 36
						206,410 06
	Spikes—					
A....	Montreal Rolling Mills.	2 44½	98	Moncton.....	98	9,653 01
A....	" "	2 48	98	Edmundston..	98	
B....	Peck R. M. Co.....	2 50	594	Quebec.....	544	27,244 00
B....	Montreal R. M. Co...	2 34	277	Levis.....	247	
B....	Peck R. M. Co.	2 50	Deliv'd	from Quebec .	50	12,983 44
F....	Montreal R. M. Co.....	2 55	364	Port Arthur..	364	18,592 56
F....	Toronto B. & F. Co....	2 55	365	" ..	365	18,592 56
F....	Hamilton S. & I. Co.....	2 55	365	" ..	365	18,592 56
						105,658 13
	Bolts and nuts—					
A....	Gan. Bolt Co.....	3 60	27	Moncton.....	27	4,090 03
A....	"	3 68	27	Edmundston..	27	4,526 54
B....	Montreal R. M. Co.....	3 57½	112	Quebec.....	112	7,991 96
B....	Gan. Bolt Co.	3 41	53	"	53	3,655 72
B....	"	3 56	76	Levis.....	76	5,469 07
B....	Montreal R. M. Co.....	3 76	14	"	14	1,019 11
F ...	Gan. Bolt Co	3 44	103	Port Arthur..	103	7,105 65
F ...	Montreal R. M. Co.....	3 65	102	" ..	102	7,489 22
F....	Toronto Bolt & F. Co.....	3 60	103	" ..	103	7,401 60
						48,748 70

Office of the Chief Engineer.

Ottawa, July 13, 1908.

THE COMMISSIONERS OF THE TRANSCONTINENTAL RAILWAY.

STATEMENT OF CASH DISBURSEMENTS FOT THE TWELVE MONTHS ENDED MARCH 31, 1908.

		Contracts	Pay rolls	Accounts payable
		$ cts.	$ cts.	$ cts.
1907	April		10,559 15	38,814 29
WITH	May	699,473 62	55,904 38	48,327 50
	June	938,440 46	75,951 87	59,715 65
	July	911,269 24	87,425 20	103,386 89
	August	1,313,019 70	93,187 87	138,615 85
	September	1,566,498 18	89,292 21	88,584 56
	October	1,309,816 32	97,989 70	192,533 93
	November	1,310,969 49	84,406 51	203,085 94
	December	1,614,310 91	89,732 03	107,386 71
1908	January	1,769,304 45	80,792 89	101,181 48
	February	1,399,810 73	80,353 67	82,756 79
	March	1,446,904 92	84,980 18	173,007 81
	April	1,355,073 03	65,444 10	977,590 33
	May	2,700 00	6,516 05	31,799 04
		15,637,591 05	1,002,535 82	2,346,786 77

SUMMARY.

Cheques issued for contract account		$ 15,637,591 05
Cheques issued for pay rolls		1,002,535 82
Cheques issued for accounts payable		2,346,786 77
	$ 18,986,913 64	
Less amount deposited to credit of Receiver General	76,464 23	
		$ 18,910,449 41

D. HOCTOR,
Chief Accountant.

THE COMMISSIONERS OF THE TRANSCONTINENTAL RAILWAY.

STATEMENT OF EXPENDITURE FOR THE TWELVE MONTHS ENDED MARCH 31, 1908.

SUMMARY—Detailed Statement Attached.

Headquarters, Ottawa	$ 339,958 87	
		$ 339,958 87
Location—District A	57,359 45	
" " B	81,902 15	
" " C	97,866 75	
" " D	64,588 09	
" " E	40,189 51	
" " F	57,739 97	
		399,645 92
Transport—District A	.....	
" " B	10,563 95	
" " C	95,663 88	
" " D	96,063 13	
" " E	44,319 60	
" " F	23,630 94	
		270,241 50
Construction—District A	$1,178,605 70	
" " B	8,167,554 53	
" " C	5,105 42	
" " D	388,056 81	
" " E	5,415 76	
" " F	8,155,864 90	
		17,900,603 12
Total expenditure		$18,910,449 41

D. HOCTOR,
Chief Accountant.

THE COMMISSIONERS OF THE TRANSCONTINENTAL RAILWAY.

STATEMENT OF LIABILITIES ON MARCH 31, 1908.

Ten per cent reserved on contracts—		
District A	$ 50,311 40	
" B	522,569 36	
" D	1,923 49	
" F	394,748 15	
		$ 969,552 40
Outstanding time checks	$ 858 67	
		858 67
Wages advanced to employees, collected from pay-rolls, not yet claimed by the officers making such advances	$ 140 80	
		140 80
CONTINGENT LIABILITIES.		
Amount of unclaimed cheques deposited to the credit of the Receiver General, viz.:—		
For year 1904-5	$ 170 35	
" 1905-6	168 85	
" 1906-7	2 10	
		341 30
		$ 970,893 17

D. HOCTOR,
Chief Accountant.

THE COMMISSIONERS OF THE TRANSCONTINENTAL RAILWAY.

STATEMENT OF EXPENDITURE FOR THE TWELVE MONTHS ENDED MARCH 31, 1908.

Headquarters, Ottawa—	
Commissioners and staff	$ 31,499 76
Accounting department	14,155 00
Purchasing "	11,754 85
Engineering "	49,139 71
Transport "	1,650 00
Travelling expenses	4,086 82
Rent	4,759 60
General expenses	36,477 46
Supplies	16,673 47
Furniture and fixtures	1,678 54
Freight and express	1,464 40
Telegraph and telephone	2,624 27
Insurance—Fire and Fidelity	757 04
Legal expenses	4,944 22
Advance account	158,293 73
	$339,958 87

D. HOCTOR,
Chief Accountant.

SESSIONAL PAPER No. 46

THE COMMISSIONERS OF THE TRANSCONTINENTAL RAILWAY.

STATEMENT OF EXPENDITURE FOR LOCATION FOR THE YEAR ENDED MARCH 31, 1908.

District A—	
Engineering	$40,533 25
Supplies	7,870 14
General expenses	3,192 54
Freight and express	848 35
Camp outfit	1,895 17
Furniture	375 44
Medical fees and drugs	93 80
Shop machinery and tools	721 05
Instruments	1,743 80
Miscellaneous structures	85 91
	$57,359 45

D. HOCTOR,
Chief Accountant.

THE COMMISSIONERS OF THE TRANSCONTINENTAL RAILWAY.

STATEMENT OF EXPENDITURE ON CONSTRUCTION FOR THE YEAR ENDED MARCH 31, 1908.

District A—		
Engineering	$ 77,065 67	
Supplies	11,570 03	
General expenses	28,123 97	
Freight and express	1,724 69	
Camp outfit	2,934 84	
Furniture	494 07	
Medical fees and drugs	94 15	
Instruments	6 00	
Right of way	66,711 86	
Grading	363,794 84	
Clearing	34,230 82	
Grubbing	2,961 39	
Bridges, trestles and culverts	79,839 89	
Ties	13,489 63	
Rails	502,191 02	
Crossings, cattle guard and signs	47 68	
Track fastenings	33,803 77	
Track laying and surfacing	1,371 95	
Frogs and switches	6,262 63	
Interlocking or signal appartus	120 80	
Fencing right of way	2,077 40	
		$1,228,917 10
Less contract reserve		50,311 40
		$1,178,605 70

D. HOCTOR,
Chief Accountant.

THE COMMISSIONERS OF THE TRANSCONTINENTAL RAILWAY.

STATEMENT OF EXPENDITURE FOR LOCATION FOR THE YEAR ENDED MARCH 31, 1908.

District B—

Engineering	$50,284 22
Supplies	14,133 44
General expenses	4,639 94
Freight and express	3,632 07
Camp outfit	2,652 01
Furniture	595 75
Medical fees and drugs	940 98
Instruments	4,443 74
Shop machinery and tools	660 00
	$81,902 15

Transport service—

Transport	$ 8,601 75
Supplies	61 44
General expenses	210 70
Freight and express	1,407 67
Travelling expenses	267 35
Camp outfit	15 04
	$10,563 95

D. HOCTOR,
Chief Accountant.

THE COMMISSIONERS OF THE TRANSCONTINENTAL RAILWAY.

STATEMENT OF EXPENDITURE ON CONSTRUCTION FOR THE YEAR ENDED MARCH 31, 1908.

District B—

Engineering	$ 202,524 57	
Supplies	44,846 38	
General expenses	42,386 13	
Freight and express	6,058 97	
Camp outfit	10,504 33	
Furniture	2,287 43	
Medical fees and drugs	424 45	
Instruments	182 00	
Miscellaneous structures	548 15	
Legal expenses	120 25	
Right of way and station grounds	287,639 93	
Grading	4,525,594 79	
Clearing	110,299 40	
Grubbing	22,402 95	
Bridges, trestles and culverts	1,712,340 46	
Rails	809,897 91	
Track fastenings	72,471 52	
Frogs and switches	8,330 24	
Ties	276,869 25	
Track laying and surfacing	235,556 48	
Fencing right of way	43,783 99	
Crossings, cattle-guards and signs	8,600 68	
Tunnels	40,728 95	
Telegraph line	2,025 00	
Interlocking or signal apparatus	700 00	
		$8,467,124 21
Less contract reserve		299,569 68
		$8,167,554 53

D. HOCTOR,
Chief Accountant.

THE COMMISSIONERS OF THE TRANSCONTINENTAL RAILWAY.

STATEMENT OF EXPENDITURE FOR LOCATION FOR THE YEAR ENDED MARCH 31, 1908.

District C—	
Engineering	$80,232 35
Supplies	3,214 06
General expenses	4,684 88
Freight and express	1,137 68
Camp outfit	5,949 24
Furniture	281 25
Medical fees and drugs	1,308 67
Instruments	1,058 62
	$97,866 75
Transport service—	
Transport	$39,127 59
Supplies	10,542 58
General expenses	4,003 67
Freight and express	35,779 79
Travelling expenses	2,406 75
Camp outfit	2,780 08
Medical fees and drugs	1,023 42
	$95,663 88

D. HOCTOR,
Chief Accountant.

THE COMMISSIONERS OF THE TRANSCONTINENTAL RAILWAY.

STATEMENT OF EXPENDITURE ON CONSTRUCTION FOR THE YEAR ENDED MARCH 31, 1908.

District C—	
Engineering	$ 29 35
Supplies	4,220 12
General expenses	121 93
Camp outfit	118 34
Freight and express	5 00
Shop machinery and tools	576 38
Medical fees and drugs	34 30
	$ 5,105 42

D. HOCTOR,
Chief Accountant.

THE COMMISSIONERS OF THE TRANSCONTINENTAL RAILWAY.

STATEMENT OF EXPENDITURE FOR LOCATION FOR THE YEAR ENDED MARCH 31, 1908.

District D—

Engineering	$48,080 08
Supplies	69 61
General expenses	5,487 99
Camp outfit	5,657 51
Freight and express	862 84
Medical fees and drugs	2,346 56
Instruments	1,597 87
Furniture	485 63
	$64,588 09

Transport service—

Transport	$25,679 08
Supplies	38,675 94
Camp outfit	3,175 68
General expenses	4,307 30
Freight and express	22,103 72
Travelling expenses	1,767 20
Furniture	88 20
Medical fees and drugs	266 01
	$96,063 13

D. HOCTOR,
Chief Accountant.

THE COMMISSIONERS OF THE TRANSCONTINENTAL RAILWAY.

STATEMENT OF EXPENDITURE ON CONSTRUCTION FOR THE YEAR ENDED MARCH 31, 1908.

District D—	
Engineering	$ 20,845 76
Supplies	2,322 88
General expenses	6,132 63
Camp outfit	2,068 10
Freight and express	362 35
Medical fees and drugs	20 15
Shop machinery and tools	12 60
Furniture	253 21
Right of way	825 65
Clearing	18,684 50
Grubbing	44 80
Grading	367 20
Bridges, trestles and culverts	2,857 19
Rails	335,183 28
	$389,980 30
Less contract reserve	1,923 49
	$388,056 81

D. HOCTOR,
Chief Accountant.

THE COMMISSIONERS OF THE TRANSCONTINENTAL RAILWAY.

STATEMENT OF EXPENDITURE ON LOCATION FOR THE YEAR ENDED MARCH 31, 1908.

District E—	
Engineering	$33,654 81
Supplies	746 13
General expenses	2,662 12
Camp outfit	2,151 50
Medical fees and drugs	974 95
	$40,189 51
Transport service—	
Transport	$15,742 65
Supplies	2,808 72
Camp outfit	333 92
General expenses	774 25
Freight and express	23,238 36
Travelling expenses	1,301 95
Medical fees and drugs	119 75
	$44,319 60

D. HOCTOR,
Chief Accountant.

THE COMMISSIONERS OF THE TRANSCONTINENTAL RAILWAY.

STATEMENT OF EXPENDITURE ON CONSTRUCTION FOR THE YEAR ENDED MARCH 31, 1908.

District E—

Engineering	$ 736 98
Supplies	3,071 50
Camp outfit	576 58
General expenses	967 70
Furniture	56 00
Ties	7 00
	$5,415 76

D. HOCTOR,
Chief Accountant.

THE COMMISSIONERS OF THE TRANSCONTINENTAL RAILWAY.

STATEMENT OF EXPENDITURE FOR LOCATION FOR THE YEAR ENDED MARCH 31, 1908.

District F—

Engineering	$40,989 72
Supplies	10,028 99
General expenses	2,300 17
Camp outfit	3,997 49
Medical fees and drugs	244 60
Furniture	179 00
	$57,739 97

Transport service—

Transport	$ 8,500 55
Supplies	3,154 26
Camp outfit	376 58
General expenses	1,007 38
Freight and express	9,685 12
Travelling expenses	635 30
Medical fees and drugs	271 75
	$23,630 94

D. HOCTOR,
Chief Accountant.

THE COMMISSIONERS OF THE TRANSCONTINENTAL RAILWAY.

STATEMENT OF EXPENDITURE ON CONSTRUCTION FOR THE YEAR ENDED MARCH 31, 1908.

District F—	
Engineering	$ 157,871 01
Supplies	36,000 77
General expenses	37,283 51
Camp outfit	3,421 82
Legal expenses	104 00
Medical fees and drugs	412 38
Furniture	487 18
Right of way	105,926 83
Grading	6,027,799 95
Clearing	54,350 60
Grubbing	12,290 84
Bridges, trestles and culverts	363,189 29
Rails	1,008,220 17
Track fastenings	126,793 56
Ties	335,149 42
Track laying and surfacing	36,646 03
Frogs and switches	11,282 12
Tunnels	69,300 00
Ballast and ballasting	19,280 00
Fencing right of way	14,274 90
Crossings, cattle-guards and signs	997 85
Telegraph line	337 75
	$8,421,419 99
Less contract reserve	265,555 09
	$8,155,864 90

D. HOCTOR,
Chief Accountant.

THE COMMISSIONERS OF THE TRANSCONTINENTAL RAILWAY.

STATEMENT OF THE TOTAL EXPENDITURE FOR THE WORK DONE UNDER THIS COMMISSION UP TO MARCH 31, 1908.

Expenditure from September, 1904, to June 30, 1905	$ 778,363 63
Expenditure for the year ended June 30, 1906, including the amount paid by the Finance Department to the Grand Trunk Pacific Railway Company for the surveys east of Winnipeg, taken over by the Commissioners, viz.:— $352,191.73	1,831,263 50
Expenditure for the nine months ended March 31, 1907	5,537,867 50
Expenditure for the year ended March 31, 1908	18,910,449 41
Total expenditure to March 31, 1908	$27,057,944 04

D. HOCTOR,
Chief Accountant.

To the Commissioners of the Transcontinental Railway:—

GENTLEMEN,—I have the honour to submit herewith a statement of the purchases made during the fiscal year ending March 31, 1908.

Province of Alberta	$ 248 70
Province of British Columbia	479 75
Great Britain	3,947 73
Province of Manitoba	34,266 10
Province of New Brunswick	22,771 39
Province of Nova Scotia	5,603 66
Province of Ontario	140,979 60
Province of Prince Edward Island	136 50
Province of Quebec	178,859 85
Province of Saskatchewan	183 50
United States	4,286 43
Total	$391,763 21

A. L. OGILVIE,
General Purchasing Agent Transcontinental Ry.

RETURN

Copy of the Report of the Commissioners appointed by the Government to inquire into, examine and report upon the Branch Lines of Railways connecting with the Intercolonial Railway; also a copy of the Report of the Commissioners appointed by the Government of the Province of New Brunswick to inquire into, examine and report upon the Branch Lines of Railway within said Province, and connecting with said Intercolonial Railway.

Bathurst, N.B., December 18, 1907.

To His Honour, the Honourable Lemuel J. Tweedie,

Lieutenant-Governor in Council.

May it please Your Honour,—

Your Commissioners appointed to examine and report on the condition of the Branch Lines of Railway in the Province of New Brunswick, and also to obtain options on the same, beg leave to submit the attached detailed reports showing the present condition of each one of the branch lines, together with a statement of their total capitalization, bonded debt, cost, volume of traffic, gross and net earnings and operating expenses

We also submit, attached hereto, four tabulated statements, showing:—

1st. A summary statement of capital.

2nd. Increase in volume of traffic from 1901 to 1906.

3rd. Increase in volume of gross earnings from 1901 to 1906.

4th. Comparison of operating expenses and net earnings for 1901 and 1906.

These tabulated statements are compiled from the railway statistics of the Dominion of Canada.

There are nine branch lines of railway in New Brunswick, which tap the line of the Intercolonial as follows:—

Caraquet and Gulf Shore, Gloucester Jct. to Shippegan and Tracadie	84 8/10
Kent Northern—Kent Junction to Richibucto	27
Beersville—Adamsville to Beersville	8 6/10
Buctouche and Moncton—Moncton to Buctouche	32
N. B. & P. E. Island—Sackville to Tormentine	36
Salisbury and Harvey—Salisbury to Albert	45
Elgin and Havelock—Elgin to Havelock	28
St. Martin's—Hampton to St. Martin's	30
York and Carleton—Cross Creek to 4½ miles beyond Stanley	10
A total mileage of	301 4/10

We travelled over each of these lines, carefully inspecting the roadbed and track, stopped at each bridge and all the important culverts and gave them a thorough examination; inspected all station buildings and rolling stock, and in general, made a thorough investigation into the condition of each property.

In general, we find that the properties have, without exception, been materially improved during recent years. Considerable amounts have been expended on tracks and bridges. Rolling stock, particularly locomotives, are in better condition and all together, the properties have beeen brought up to a better standard, although there is still a great deal of room for improvement on all the lines.

Wooden bridges and trestles are the curse of most of these branch lines. On most of the roads there are a great many such structures, some of them of great length, and they are all a constant source of annoyance, expense and danger. The Kent Northern, Beersville and York & Carleton have no bridges; the two latter are only short lines of eight and ten miles respectively, but the Kent Northern is twenty-seven miles long, and the fact of its having no expensive bridges to maintain, contributes largely to its excellent financial showing.

A great many of the Howe truss bridges on the different lines are old and nearly worn out and it will be absolutely necessary to rebuild them in a very short time if regard is to be had to safety of life and limb.

Nearly all these branch lines are poorly equipped with snow fighting appliances, and as a consequence, a number of them close down entirely when the deep snow comes. The Kent Northern is an exception in this respect also as it has first class snow ploughs and flanger and is able to keep its track open all winter, seldom, if ever, missing a trip.

There is a scarcity of ballast on all the branches. This is excusable in the case of roads like the Buctouche & Moncton, for instance, where there is absolutely no ballast to be obtained. Other roads have good ballast pits along the line but have not taken advantage of them. The Kent Northern Railway Company for instance, has a splendid ballast pit and sells lots of ballast to the I.C.R. while their own track is badly in need of it, and it could be put on the track very cheaply. Nothing is so important in the maintenance of good track as ballast, and where it can be obtained easily and cheaply, it seems to us very poor policy not to use it.

Another big factor in the maintenance of good track is plenty of ties. Given plenty of good ties and ballast, and an excellent track may be constructed and maintained with an inferior and light rail, particularly on these branch lines where the equipment and traffic are light, but the best of rails will never make a good track, if the ties are poor and there is no ballast. While most of the branch lines have put a good many new ties in the track, in the past two years, there are still a great many more needed. In this timber country where ties may be bought comparitively cheap it is inexcusable that they are not better sleepered.

A large percentage of the rails on these branch lines are Barrow steel weighing fifty-seven pounds per yard, which were used on the Intercolonial and taken up from that track to be replaced by heavier rails. These Barrow rails are made of an excellent quality of steel, much better than the steel used in the rails rolled at the present time. These rails are quite heavy enough for the light traffic of the branch lines and as a rule they are in good condition and very little worn.

The locomotives in use are as a rule in good working order. They are light machines but are well adapted to the light traffic. The rest of the rolling stock is in only fair condition. The passenger cars are nearly all old and not in particularly good order. The St. Martin's Railway, however, has two splendid passenger cars, in fine order, clean and bright. Practically all of the freight that is moved in carload lots is handled in cars owned by the trunk line railway.

Traffic on these branch lines, both in passenger and freight, has increased in the last few years, and the present year will probably show farther increases. A glance at the attached tabular statement will show that the number of passengers carried has increased in the last five years all the way from 22 per cent, the lowest on any line to 158 per cent the highest; while with one exception, the tons of freight hauled has increased from 18 per cent, the lowest on any line to 56 per cent the highest. The

Kent Northern and the York and Carleton show abnormal rates of inerease in freight traffic, but in the case of the Kent Northern, 1906 was an unusual year and we are inclined to believe there is some mistake in the returns of the York and Carleton.

The increase in gross earnings has also been very great, 1906 showing an increase over 1901 of 21 per cent, the lowest on any line to 94 per cent the highest.

Operating expenses on all the branch lines except two have increased considerably in five years, the average percentage of increase being 30 per cent; on two of the lines there has been a decrease in operating expenses of 9 per cent and 10 per cent respectively. This increase in operating expenses has kept the net earnings down but there is still a gratifying increase. In 1901, six out of the nine branch railways showed deficits, and three showed a surplus. In 1906, this condition was exactly reversed, six out of the nine lines showing a surplus and three showing deficits. In 1901, the operation of the nine branch railways showed a deficit of $3,764. In 1906, this deficit was wiped out and a surplus of $10,650 earned, which is certainly a gratifying result, and shows a prosperous condition of affairs. We have no doubt that the result of operations for the current year will make a still better showing.

From 1901 to 1906 both inclusive, there were 419,893 passengers carried on these nine branch railways. Not one of these passengers was killed and only two were injured. Two persons were killed, one an employee and one who was neither passenger nor employee. Both of these fatalities occurred on the Moncton and Buctouche Railway. Six of the nine branch lines had no accidents in those six years whereby any person was killed or injured. This is a remarkable showing and speaks volumes for the safety of travel on these roads. From 1901 to 1906 both inclusive, there were 1,097,218 tons of freight carried by these branch railways.

When we consider that nearly all this freight, amounting to more than a million tons in six years, and a large percentage of the 419,893 passengers were hauled over the Intercolonial Railway in going to and from these branch lines, and when we further consider that in nearly all cases the Intercolonial gets a long haul for all this traffic, we begin to realize the value of the business that these branch lines as feeders give to the Intercolonial Railway.

Apart from their value to the Intercolonial as feeders these lines of railway have been of incalculable benefit to the localities which they serve and to the province at large. What the country would do without them is best illustrated by the consternation that prevails when one of them closes down for a day or two. Their successful operation is of a great benefit to the people of the province and any money which has been put into them by the government in the way of subsidies has been much more than repaid in the increased value of property in the districts which they serve and in the increased business and prosperity of the country at large; due in a great measure to their existence.

T. M. BURNS,
GILLMOR BROWN,

Branch Railway Commissioners.

THE CARAQUET AND GULF SHORE RAILWAY.

Location.

The Caraquet and Gulf Shore Railway is located in the county of Gloucester. This railway taps the Intercolonial at Gloucester Junction, which is situated five miles south of Bathurst Station. From Gloucester Junction, the railway runs, generally, in an easterly direction, following the south bank of the Nepisiguit river to a point about a half mile from the town of Bathurst. At this point, there is a 'Y' and a

spur line running down the bank of the Nepisiguit to a point close to where the public highway crosses the Nepisiguit river. Here is located the Bathurst Station. From the 'Y' above mentioned, the line continues in an easterly direction, following close to the bay shore until Grand Anse is reached.

At Grand Anse, which is thirty-one miles from Gloucester Junction, the line turns towards the south, leaving the Bay Shore, passing through Burnsville and striking the Bay Shore again at Upper Caraquet . From this point it follows closely the highway road to the village of Caraquet, fifty miles from Gloucester Junction. Continuing in an easterly direction through the parish of Caraquet, the railway reaches Pokemouche Junction, sixty miles from Gloucester Junction. From Pokemouche Junction the original Caraquet Railway continues on to Shippegan, its eastern terminus.

About ten years ago, a branch line was constructed from Pokemouche Junction, in a southwesterly direction, to Tracadie. This branch is called the Gulf Shore Railway. The length of the original Caraquet Railway, from Gloucester Junction to Shippegan, is seventy miles. The length of the Gulf Shore Railway from Pokemouche Junction to Tracadie Mills, is eighteen miles, making a total length of eighty miles of railway.

History.

The Caraquet Railway Company was incorporated by Act of Provincial Legislature, A.D. 1874.

The Act having expired, it was revived April 18, 1878, the names of K. F. Burns, M.P.P., P. G. Ryan, M.P.P., and others appearing as incorporators. The Act was further revived in the year 1882 and the name of the company appears in the list of railways to which aid to the extent of $3,000 per mile was given by the Act of April 6, 1882. Construction was commenced in 1882, and the railway was opened for traffic to Shippegan, its eastern terminus in 1886.

The Gulf Shore Railway was incorporated by the Act of April 6, 1885, K. F. Burns, M.P.P., Robert Young, M.P.P., John Young, and others being the incorporators. Having expired, this Act was revived on April 21, 1894, and aid to the extent of $2,500 per mile was granted by the provincial legislature.

Construction on the Gulf Shore Railway was commenced in 1894, and it was opened for traffic to Tracadie, its terminus, A.D. 1896. Both the Caraquet Railway and the Gulf Shore Railway received aid from the Dominion government to the extent of $3,200 per mile.

The construction of both these railways is almost entirely due to the efforts of the late Senator Kenedy F. Burns.

Both the Caraquet and Gulf Shore railways were owned and operated by the Burns interests until some three years ago when Toronto parties secured control of the properties and it is now operated by them with Jas. Webster, Esquire, as general manager.

The Alignment.

The alignment is excellent, much better in fact than the average branch railway. There are numerous tangents two and three miles long, and the average number of curves is less than one curve per mile of railway. We should estimate the percentage of curvature to be not more than 15 per cent of the total mileage. This is an exceedingly low percentage for branch lines.

Gradients.

The gradients are easy, there being no heavy grades of any great length. The country through which the railway runs is very level and flat. We think the heaviest gradient is 11-2 per cent and that only for very short distances.

Right of way.

The right of way is generally sixty-six feet or four rods wide, except at stations, where additional necessary ground has been secured. Through the wooded districts the right of way, in numbers of places, has grown up with a second growth of small trees and bushes. These should be cut down and burned and the right of way cleared and cleaned.

Rails.

The rails on the Caraquet Railway from Gloucester Junction to Shippegan are Barrow steel, weighing fifty pounds to the yard. They were new when laid down on this railway. While they are very light, they are in excellent condition. There are very few, if any, instances of boomed or flatted ends. The quality of steel in those rails is much superior to that of the rail rolled at the present time. They are fastened with fish-plate joints with four bolts per joint. The rails on the Gulf Shore Railway, from Pokemouche Junction to Tracadie Mills, are also Barrow steel, weighing fifty-six pounds per yard. They were originally used on the Intercolonial Railway and were purchased from that road. They were taken out of the Intercolonial Railway track, not because of any inferior qualities nor on account of their having been badly worn, but for the reason that the heavy traffic and large and heavy rolling stock on the Intercolonial Railway demanded a heavier rail. These rails are in good condition, very little worn and practically as good as the day they were laid down. They are also fastened with a fish-plate joint.

Ties.

The ties are of different kinds of soft wood, timber common to the country, the majority of them being cedar and princess pine. They are spaced two feet apart from centre to centre or 2,650 ties per mile of railway. A number of new ties have been put in during the past two seasons, but there are still required, we should estimate, an average of 1,000 new ties per mile of railway.

Ballast.

There is a good ballast pit on the Gulf Shore Railway, a short distance from Pokemouche Junction, and there is also splendid ballast, convenient to the line of railway, at a point near Gloucester Junction. Considerable new ballast has been put in the track during the last season, but there is still required a lot more. Ballast is one of the very greatest factors in the maintenance of track. We should estimate that an average of about 1,000 cubic yards per mile of railway is required to put the track in good condition.

Ditching.

There is excellent drainage and good opportunities for taking the water away from the road bed. Considerable side ditching requires to be done to keep the roadbed dry.

Culverts.

Most of the culverts are of the open or beam type with some box culverts under the heavy banks. They are all built of cedar with some stone filling. There is an average of about one open culvert per mile of railway and most of them need slight repairs. A few need to be rebuilt entirely.

BRIDGES.

The bridges are all of wood and are as follows, naming them in their order from Gloucester Junction:—

	Feet long.
Bass River bridge	120
Miller's Brook bridge	30
Janeville bridge	35
Scott's Brook bridge	120
Pokeshaw bridge	125
Burnsville bridge	100
Placid's Brook bridge	200
Trestle bridge	400
Bertrand's bridge	400
McIntosh Cove bridge	425
St. Simon bridge	60
Pokemouche bridge	1,750
Tracadie bridge	160

Bass River Bridge.

This structure consists of two 60-foot deck Howe trusses resting on abutments and one pier of stone masonry. The masonry is in very good condition. The trusses have been strengthened by some additional bracing. While this bridge is at present in a safe condition, it will soon be worn out and will have to be renewed in a year or two at the latest.

Miller's Brook Bridge.

Miller's Brook has two abutments of round cedar in good condition. There are two trestle bents, also of round cedar. The trestle bents are in good condition but should have longitudinal bracing. The floor system on this, as in all other bridges, has two main stringers, one under each rail and two jack-stringers, all 12 inches by 14 inches. The ties are 16 feet long and there are outside, and in some cases inside, guard rails. This bridge is in a safe condition.

Janeville Bridge.

Janeville bridge is the same type as the Miller Brook bridge and is in fairly good condition.

Scott's Brook Bridge.

Scott's Brook bridge has two abutments and two large square piers all built of round cedar. There are trestle bents of round cedar between the piers, in good condition.

Pokeshaw Bridge.

Cedar crib works; in good condition.

Burnsville Bridge.

Abutments of flatted cedar, planked on the outside, and five double deck framed trestle bents. Bents are well braced and in good condition. This bridge is located on a curve and has additional rails as a guard on the inside of the curve. Bridge is in good condition.

Placid's Brook Bridge.

Has framed trestle bents of round cedar. Bents are about 30 feet high. There are no longitudinal braces. Bridge is in good condition, but should have longitudinal bracing.

Trestle Bridge.

Four framed trestle bents. In good condition.

Bertrand's Bridge.

Has double deck framed trestle bents, round cedar posts. Bents, 35 to 40 feet high, well braced and in excellent condition. Sills well set up from the ground, resting on good solid blocking. This trestle was rebuilt a few years ago.

McIntosh Cove Bridge.

Has framed trestle bents for 150 ft. on the western end, and cedar blocks filled with stone for about 300 ft. on the eastern end. Cedar block work has openings about 20 ft. wide, every 50 ft. The trestle end of this bridge should be rebuilt. The cedar block work is strong and in very good condition.

St. Simon Bridge.

Has two abutments and one pier built of round cedar and filled with stone. This bridge is in very good condition.

Pokemouche Bridge.

This is the most important structure on the line, being about 1,750 ft. long across the Pokemouche river. The substructure is cedar blocks well filled with stone, seven of the blocks near the centre having ice fenders. There are two 50 ft. Howe truss spans near the eastern end. The substructure of this bridge is sound and solid. The floor system is irregular and out of surface. A great many of the ties are decayed and most of the guard rail is in bad shape. This bridge is safe but the floor system should be rebuilt and levelled up. New guard rails, some new stringers and additional new ties should be put in.

The floor system of nearly all the bridges and open culverts need repairs.

STATION BUILDINGS.

There are booking stations with ticket offices, waiting rooms and freight shed at the following points: Gloucester Junction, Bathurst, Grand Anse, Burnsville, Caraquet, Tracadie, Inkerman and Shippegan. All these station buildings are in very good repair. There are through sidings at all these booking stations. There are flag stations with spur track at the following points: Salmon Beach, Miller's Brook, Janeville, Clifton, Stonehaven, New Bandon, Pokeshaw, St. Joseph's, Upper Caraquet, Ferguson's Bay Road and St. Isidore. There is a three-stall engine house at Bathurst station, a turntable at Tracadie, and a 'Y' at Shippegan, Pokemouche Junction and the junction near Bathurst station.

ROLLING STOCK.

There re three locomotives, two passenger cars, five box cars, 22 flat or platform cars and one snow plough. Two of the locomotives are of good size and in good running condition. The third, which is a small machine, is now in the shop undergoing slight repairs. There is a first-class passenger coach and a combination second-class and smoking car in two compartments. Box cars and flats are in very good repair. A great deal of freight is handled in the Intercolonial railway freight cars.

The country through which the railway runs is genrally pretty thickly settled, in a prosperous condition and improving all the time. The population of Gloucester County is increasing rapidly.

At Stonehaven there is a grindstone quarry and mill for the manufacture of grindstones. This is a prosperous business, some eighty hands being employed.

Grand Anse is a prosperous village on the Bay Shore, thirty-one miles from Gloucester Junction.

Caraquet has improved and grown rapidly of late years. There is a large population in this district and it is very thickly built up. There are three good hotels here and the place would make an ideal summer resort, being beautifully situated on the shore of the bay. Fishing is the principal industry here. Great quantities of cod and other fish are shipped yearly from this point. A great many of them go by rail.

At Lower Caraquet, near St. Paul's church, the railway is located about two and a half miles back from the village. In the vicinity of St. Paul's church there is a large population and a growing trade. It would be a great convenience to these people if a spur line were constructed with a station in the vicinity of St. Paul's church. As it is at present, all the business has to be conducted at Caraquet Station which is six miles away. The country through which this spur would run is very flat and construction would be easy. There are first class facilities for manufacturing industries in Caraquet; good communication, both by rail and water; a splendid climate and, above all, plenty of labour. There are a great many young people growing up in this section who would all prefer to stay at home if there was work for them to do. We know of no location where such an abundant supply of labour could be assured at all times. Caraquet has a population of nearly 5,000 and it is growing rapidly.

Walker Bros. have a lumber mill at Burnsville. Snowball's mill is located on the Gulf Shore railway, and Adams, Burns & Company's large mill is at the terminus in Bathurst. A large quantity of lumber sawed at Walker Bros. and Snowball's mills is carried over the railway.

Shippegan has a fine harbour and is the headquarters of a large fishing industry.

Shippegan Island and Miscou Island form part of the county of Gloucester. At Lemeque, on Shippegan Island, is the extensive fishing business of Wm. Fruing & Co., which gives employment to about 200 persons. Nearly all the fish are brought to Shippegan and shipped from there by rail..

Miscou Island has also a large business in fish, employing a great many people. This island is thickly populated and has good farms.

There is a steamship communication established between these islands and Caraquet and Shippegan.

There is a fine wharf at Caraquet which cost in the vicinity of $700,000 and has 20 feet depth of water at low tide. There should be a spur line from the Caraquet railway laid down to and on this wharf.

There is also a good wharf at Shippegan. The railway tract runs to the shore end of this wharf and it should be extended the full length of the wharf to deep water at its outer end.

The country through which this railway runs has been very greatly improved and the population largely increased by the building of this railway. The country in general looks prosperous and progressive, and the neat and well painted houses and farm buildings give a general air of thrift and prosperity.

The Caraquet railway station at Bathurst is inconveniently located on the east side of Nepisiguit river fully a mile from the business centre of the town. If the Nepisiguit river were bridged near the business centre, it would greatly facilitate the handling of freight and passengers and do away with the expensive cost of trucking freight nearly a mile. This would also largely increase traffic on the Caraquet railway as nearly all the freight which is now hauled to and from the Bathurst

Station of the Intercolonial railway would come directly in to the heart of the business centre of the Caraquet railway.

There should also be a spur line about one mile in length at Stonehaven to facilitate the extensive business of the grindstone quarries at that point.

The train service, as at present conducted, gives one daily train each way to Caraquet; four trains per week to Pokemouche Junction; two trains per week to Tracadie and two trains per week to Shippegan. In general, this railway is in good condition and the expenditure of a small amount of money would make it first class

Length of Caraquet Railway		68 miles.
Length of Gulf Shore Railway		17 miles.
Total capital paid up, Caraquet Railway	$ 1,854,000	
Total capital paid up, Gulf Shore W	101,899	
Bonds authorized, Caraquet Railway	500,000	
Bonds issued, Caraquet Railway	500,000	
Bonds sold, Caraquet Railway	300,000	
Bonds authorized, Gulf Shore Railway	250,000	
Bonds issued, Gulf Shore Railway	Nil.	
Bonds sold, Gulf Shore Railway	Nil.	
Cost including rolling stock, Caraquet Railway	1,013,500	
Cost per mile, Caraquet Railway	14,904	
Cost including rolling stock, Gulf Shore Railway	101,899	
Cost per mile	6,065	
Number of passengers carried in 1901		5,610
Number of passengers carried in 1906		10,629
Increase in five years		89%
Tons freight carried in 1901		18,904
Tons of freight carried in 1906		22,655
Increase in five years		20%
Gross earnings in 1901	$ 26,173	
Gross earnings in 1906	44,988	
Increase in five years	72%	
Operating expenses in 1901	27,219	
Operating expenses in 1906	48,650	
Increase in five years	79%	
Net earnings in 1901	1,046	Deficit.
Net earnings in 1906	3,663	Deficit.

The Caraquet and Gulf Shore railways are operated as one road.

T. M. BURNS,
GILLMOR BROWN,

Commissioners.

BATHURST, N.B., December 18, 1907.

BEERSVILLE RAILWAY.

This railway is located in Kent county. It taps the I. C. R. at Adamsville station, 31 miles north of Moncton, and runs almost due east to Beersville on the west side of Coal Branch river, the eastern terminus being at the tipple of The Imeprial Coal Company's mine. The length of the line from Admsville to Beersville is about 6½ miles. From a point on the main line, about ¼ of a mile west of Beersville, a branch line extends in a southerly direction to the Canadian Coal Company's mine. This branch is about 2¼ miles long, making the total length of railway 8¾ miles.

History.

The Beersville Railway Company was incorporated by Act of Provincial Legislature in 1902. Among the incorporators were Hugo Van Hagan of New York, M. F. Keith and C. W. Polleys of Moncton. A contract was entered into in September, 1903, with Brown Bros. Construction was commenced on the 25th of September, 1903, and on the 24th of December of the same year the first car load of coal was hauled over the railway from the Imperial Coal Company's mines. The branch line was constructed in the season of 1904 and the whole line open for traffic during that year. The railway received the usual provincial subsidy of $2,500 per mile and the Dominion subsidy of $3,200 per mile.

Alignment.

The alignment is excellent, there being only two curves on the main line and three on the branch. All these curves are easy, those on the main line being one and three degrees respectivley. Only about ten per cent of the total length is on curve. and ninety per cent tangent. The gradients on the main line are easy, the maximum being one and a half per cent, and that for only a short distance. The grade gradually decends from Adamsville to Beersville, the base of rail at Beersville being exactly 100 ft. lower than at Adamsville. On the branch line there is one grade of about one and nine-tenths per cent and about a quarter of a mile long. The remainder of the branch line has very easy grades.

Right of Way.

The right of way is generally 66 feet in width. It has been well cleaned and burned and presents a very neat appearance. With the exception of a very short distance through the heavy woods, the right of way is fenced with a substantial Page wire fence, in good condition.

Rails.

The rails are Barrow steel, weighing 56 lbs. to the yard, purchased from the I. C. R. They are in very good condition and very little worn. They are fastened with a fish-plate joint with four bolts per joint.

Ties.

The ties are mostly cedar, hemlock and spruce, spaced two feet apart. With very few exceptions, the ties are all sound and in good condition.

Ballast.

This railway is well ballasted with an excellent quality of gravel. There being no ballast pits of any description on the line of railway, ballast had to be purchased from the Kent Northern railway. It was hauled by that company from their ballast pit at Mill Creek in Kent Junction, a distance of twenty miles. It was then hauled by the I. C. R. from Kent Junction to Adamsville, a distance of fifteen miles, and at Adamsville was delivered to the Beersville Railway Company. There were about 1,300 car loads so delivered and ballasting was a very expensive item in the construction of the road.

Ditching.

The track is thoroughly well ditched from end to end, and, as a consequence, the roadbed is kept dry.

Culverts.

There are no open culverts on the line. All the culverts are vitrified double strength culvert pipe from 8 to 24 inches in diameter.

Bridges.

There are no bridges of any description on this line of railway, in fact there are no openings of any kind in the track with the exception of three sets of cattle-guards at the highway crossings.

Station Buildings.

There is a fine new station building at the Beersville terminus. It is two stories with waiting room, ticket office and officials' room on the first floor and living rooms on the second floor. This building is neatly painted on the outside, has hardwood floors and the walls are sheathed with tongued and grooved pine. There is also a neat and commodious freight house located close by the station building. There is a two-stall engine house near the junction of the branch line, operated on a limited scale. The Northern Company's mine has been opened and we understand that it is the intention of the company to push this work vigorously. The vein in these mines runs from 18 to 33 inches in thickness, about the same thickness as the deposit at Minto in Queen's County. The coal is of an excellent quality and quite easily mined. It is not necessary to shaft, as the outcrop of the coal is in the face of the cliff, which on the west bank of the Coal Branch river, is some 200 feet high. The coal is mined by running an opening in from the face of the cliff on a practically level grade, so that the drainage is by gravity to the mouth of the opening, no pumping being necessary.

The Imperial Coal Company's opening or level has been driven about 1,000 feet in the face of the cliff and there are facilities for working a great number of men in this level. Owing to the fact that the coal companies and the railway company have never worked in harmony, these mines have never been operated as they should have been. It seemed to us, from personal examination, that, with proper organization and management, these coal properties and this railway have a great future and that there will eventually be a large and lucrative business done which will be of immense benefit to Kent county and the province in general. The country from Adamsville for the first three miles is barren and of not much value for any purpose. Timber has been destroyed by fire and the land is not good for farming. From a point about three miles from Adamsville to the Beersville terminus of the road, the railway runs through a wooded district with a heavy growth of hemlock, spruce and hardwood timber. When the timber is cut off, this will make fine farming land and will probably be thickly settled. At the Beersville end of the line, extending up and down the Coal Branch river is an old and very fine farming district, thickly settled and in a very prosperous condition.

Length of railway	8$\frac{6}{10}$ miles.
Total capital paid up	$ 184,136 00
Bonds authorized	35,000 00
Bonds issued	35,000 00
Bonds sold	20,000 00
Cost, including rolling stock	not reported
Cost, per mile	not reported
Number passengers carried in 1905	850
" " 1906	1,156
Increase in one year	36%

Tons of freight carried in 1905		3,727
" " 1906		5,257
Increase in one year		41%
Gross earnings in 1905	1,084 00	
" " 1906	1,651 00	
Increase in one year	52%	
Operating expenses in 1905	2,660 00	
" " 1906	4,509 00	
Increase in one year	69%	
Net earnings in 1905 (deficit)	1,575 00	
" " 1906 (deficit)	2,859 00	

T. M. BURNS,
GILLMOR BROWN,

Commissioners.

BATHURST, N.B., December 18, 1907.

BUCTOUCHE AND MONCTON RAILWAY.

LOCATION.

This railway is located in Westmoreland and Kent counties. It taps the Intercolonial at Moncton and runs in an northerly direction to Buctouche, which is situated at the mouth of the Buctouche river in Kent county. It parallels the line of the Intercolonial to the point where it crosses the track of that railway about two miles out from Moncton. The total length of main line is thirty-two miles.

ALIGNMENT.

The alignment is fair. There are some tangents of about a mile in length and there are no sharp curves. We should estimate about 50 per cent of the total length to be on curves and 50 per cent tangent.

GRADIENTS.

Gradients are fairly good. The maximum grade we should judge to be 1½ per cent, but there are no very long grades of this character.

RIGHT OF WAY.

The right of way is sixty-six feet wide. It has grown up with small bushes in places, but in general it is fairly well cleared and cleaned up. For a considerable portion of the distance the right of way is through cleared and cultivated fields.

RAILS.

The rails are Barrow steel weighing 56 lbs. to the yard, purchased from the Intercolonial railway. They are in good condition, no broomed or battered ends and are fastened with fish-plate joints, four bolts per joint.

TIES.

This railway has more than the usual number of ties and they are in a good state of preservation. On account of the scarcity of ballast, this is an excellent feature. A large number of new ties have been put in the track during the past two years, but

some new ones are still required. The rails are well spiked to the ties and the track is strong and safe.

Ballast.

There are very limited opportunities of procuring ballast along the line of the railway. There is some of an inferior quality, but the track is surfaced and kept up mostly with material from the ditches and sides. We were much surprised to find that, notwithstanding this, the track is in good surface and alignment. The management certainly deserves credit for keeping the track in good shape under such adverse conditions.

Ditching.

The roadbed is well ditched and the ditches kept open. This keeps the track dry and does much towards maintaining it in good condition.

Culverts.

The box culverts are generally built of cedar with cedar covering. The open culverts are cedar crib work filled with stone. Some of them are beginning to decay, but they are nearly all in fair condition.

Bridges.

Trestle at Buctouche Terminus.

This trestle is about 1,000 feet long, extending down the shore of the harbour to deep water. The trestle, with the exception of about 150 feet, is new within the last two years; it is excellent condition.

Buctouche Bridge.

This is the most important structure on the line, consisting of a pile trestle at each end, and Howe truss draw span of 150 feet, two Howe truss spans of 70 feet, and one of 45 feet. The spans rest on piers made of wrought iron piling. These piles are wrought iron cylinders about fourteen inches in diameter with a square stick of hard pine timber inside the iron cylinder, the space intervening between the timber and the shell of the cylinder being filled solid with cement. Some of these piles are driven to a great depth, 75 feet, or more. The trusses are all 19 years old, and while they are in fairly good condition and safe, these spans will have to be renewed in two or three years at least. The trestle approach on the south side has been renewed. The greater portion of it was rebuilt three years ago, some of it was rebuilt last year and the balance was rebuilt six years ago. The original was a pile trestle, and when the work was renewed, these piles were sawed off at the bed of the river and a sill bolted to the pile head on which the trestle bent was erected. Around the foot of each trestle bent was built a strong crib work filled with stone. These cribs are of great use for holding the trestle steady and particularly in keeping it from being moved by the ice in the spring. Bents are nineteen and twenty feet apart from centre to centre. The girders are continuous, consisting of three hard pine sticks under each rail, two 8 x 12 and one 10 x 12. The trestle approach on the north end is similar in construction and has been renewed in part. It is the intention of the manager to rebuild the trestle and further improve the north end next year.

McKee's Bridge.

This structure has three deck Howe truss spans of 61 feet each. The bottom and top chords are of hard pine, the bottom chord having three-ply, the two outside being

6 x 14 and centre 8 x 14; the top chord is of the same thickness but 12 inches deep. The bracing and floor timbers are native spruce. The original bridge was torn down and these trusses erected new four years ago. They are in first-class shape and perfectly safe. The piers of this bridge are built of flatted cribwork filled with stone. They were built nineteen years ago but are still in good condition. The south abutment has been reinforced by resting the end of the stringer on an independent bent built close up to the abutment.

Cocagne Bridge.

There are three deck Howe trusses of 61 feet span of the same design and dimensions as the McKee bridge spans. These three spans were built entirely new three years ago to replace the old spans which were torn down. These spans are of hard pine timber throughout. On the north end of the bridge is a short span of about 35 feet, which was built about eight years ago. There is a short trestle approach at the north end and a trestle approach at the south end. The span rests on piers built of flatted cedar cribwork filled with stone. These piers are solid and in good condition. The new spans are in first-class shape but it will probably be necessary in a short time to put in a new span of the same dimensions at the north end to replace the present short span and trestle bent.

Foulkner Trestle.

About 200 feet long. The bents are 14 feet apart from centre to centre. Posts are round spruce and sills are square hemlock, bracing and caps native spruce. Some of the caps are are hard pine; stringers, hard pine, three-ply under each rail. Ties and guard rails are of spruce. Trestle was rebuilt about six years ago and is in good order and perfectly safe. This bridge is located on a curve and also being on a steep grade the track has a tendency to creep down the hill carrying with it the top of the bent. To prevent this, there has been heavy bracing introduced, extending from the sill of one bent to the cap of the second adjoining bent. Since these braces were put in, the creeping has stopped.

MacDougall Trestle.

About 225 feet long. This trestle has not been entirely rebuilt, but has had a great many renewals so that not more than one-half of the original timbers are in the trestle. Bents are spaced 12 feet apart from centre to centre and are mostly posts of square hemlock, except some of the new ones which are round spruce. Stringers are of spruce and also the ties and guard rails. This trestle seems to be in good, sound condition and with occasional repairs should last a considerable number of years. It would be well if both this and the Faulkner had some longitudinal bracing as the bents are quite high.

Scott's Settlement Bridge.

This is a trestle work about 250 feet. It has had a great many renewals from time to time and seems to be strong and in fairly good condition. Quite a number of new posts have been put in and it is a very well braced longitudinally. The abutment on the south end has rotted away and the trestle has been extended over the abutment by putting in several new bents and extending the floor system well back to the bank.

Cape Breton Bridge.

This is a 50 foot deck Howe truss, formerly resting on timber abutments made of hemlock. The abutments have entirely rotted away and the bridge is now resting on trestle bents, and several new trestle bents have been built at each end to carry the floor across the old abutment on to the abutment at each end. The truss is about nine-

teen years old and about worn out. It is the intention to rebuild the structure next year with a steel bridge resting on stone piers. This bridge is probably the weakest on the line of railway. The chords are of hard pine and the bracing of native spruce.

Reservoir Bridge.

This is a pile trestle 300 feet long across the city reservoir. The depth of water near the centre is about 25 feet and at the present stage the surface of the water is about level with the bottom of the stringers. With the exception of the floor system all the timbers on this bridge are under the water nearly all the time so there is no danger of decay. The bridge is in good surface and alignment, and what is visible to the eye is in good condition.

Hall's Creek Bridge.

About 40 feet long, originally a pile trestle. A good many of the bents have been renewed by cutting off the pile close to the surface and then erecting framed bents in the pile heads. The bents in the channel of the creek are built on a skew. This bridge is in fairly good condition

ROLLING STOCK.

There are two locomotives in good working order; one first class passenger car, and second class combination with a smoking compartment and compartment for baggage. There are 38 flat or platform cars and five box cars and one snow plough. The rolling stock is in good order and the company does a good deal of repair work of its own.

STATIONS.

There are booking stations at Moncton, Buctouche and St. Anthony. Flag stations at Louisville, Notre Dame, Tankville, Irishtown, Cape Breton, Scotch Settlement, MacDougall's, Notre Dame, Cocagne and McKee's Mills. There is quite a lot of track room at the Buctouche terminus and good facilities for loading and unloading from the cars to the schooners and steamers on J. D. Irving's wharf. There is an engine house and turn-table at Buctouche and the same at Moncton. There are also extensive coal sheds at both these points. The station buildings at Moncton and Buctouche have each two waiting rooms and a ticket office. There is quite a large freight shed at each of these points. These buildings are in fairly good repair.

TRAIN SERVICE.

There is one train each way daily. The train leaves Buctouche at 8 o'clock a.m. arriving at Moncton at 10 a.m. Leaves Moncton at 3 p.m., and arrives at Buctouche at 5 p.m.

Moncton, the southern terminus of this railway, is a progressive city of about 11,000 population. It is the headquarters of the Intercolonial, and is also the eastern terminus of the new Transcontinental railway. Buctouche, at the northern terminus, is a flourishing town of about 1,000 population and has a good harbour on the straits of Northumberland. The country through which the railway passes between these two places is very well settled and is a good agricultural district. There are a number of mills along the line of railway and a large quantity of lumber is shipped by rail over this road. About 7,000,000 feet of lumber were shipped last season.

An extensive business is carried on in the transportation of coal by rail from Buctouche. A large percentage of coal used in Moncton is brought by schooner from the Sydneys to Buctouche and thence by the Buctouche & Moncton railway to Moncton. There is an immense business in fish and particularly in clams. About 140 carloads of clams were shipped over this railway last year. At Buctouche is located Mr. J. D.

Irving's fine flouring mill which is, we understand, the best in the province. Kent county raises and harvests a great crop of wheat, being one of the best counties in the province in this respect.

The business of this railway has increased rapidly during the past five years. Its gross earnings are well up as compared with other branch railways, but its operating expenses are heavy and practically all of its earnings are used up in maintenance.

Length of railway		32 miles.
Total capital paid up	$756,100	
Bonds authorized	310,000	
Bonds issued	310,000	
Bonds sold	310,000	
Cost, including rolling stock	291,999	
Cost per mile	9,125	
Passengers carried, 1901		9,443
Passengers carried, 1906		15,667
Increase in five years		66%
Tons freight carried in 1901		20,615
Tons freight carried in 1906		24,225
Increase in five years		18%
Gross earnings in 1901	15,969	
Gross earnings in 1906	22,365	
Increase in five years	40%	
Operating expenses in 1901	18,733	
Operating expenses in 1906	22,327	
Increase in five years	19%	
Net earnings in 1901	2,764	Deficit.
Net earnings in 1906	37	Surplus.

T. M. BURNS,
GILLMOR BROWN,
Commissioners.

BATHURST, N.B., December 18, 1907.

KENT NORTHERN RAILWAY.

LOCATION.

This railway is located in Kent county. It taps the Intercolonial railway at Kent Junction, 45 miles north of Moncton. From Kent Junction the railway runs due east following the height of land between the Richibucto river and the Kouchibouguacis river, striking the Richibucto river at Rexton, 24 miles from Kent Junction. From Rexton the railway follows along the north side of the Richibucto river to Richibucto, its eastern terminus. The total length of railway is 27 miles. From the terminus at Richibucto, a branch line called the Richibucto and St. Louis railroad was constructed some 15 years ago. This line of railway ran in a northern direction to the village of St. Louis on the Kouchibouguac river. This railway was in operation for a number of years, but it is now abandoned.

HISTORY.

The Kent Northern Railway was incorporated by Act of local legislature in 1874. Among the incorporators were Henry O'Leary, M.P.P., Owen McInerney, M.L.C., Martin Flannagan, Esquire, and others. The railway received aid from the local

government to the extent of $5,000 per mile by Act of Legislature in 1874. Construction was commenced in 1876; contract for the construction of railway being let to John C. Brown. The railway was opened for traffic in November, 1883. The Richilieu and St. Louis Railway was incorporated by Act of Parliament in 1884. It received aid from the local government to the extent of $3,000 per mile. Construction on this railway was commenced in 1884 and it was opened for traffic in 1885. This railway was operated in conjunction with the Kent Northern Railway until 1890 when traffic on it was discontinued. It has not been operated since. Both of these railways received aid from the Dominion government to the extent of $3,200 per mile. The Kent Northern Railway was owned and operated by John C. and Wilmot Brown until 1893. At that time a syndicate was formed consisting of John Jardine, Robert Finney, Thomas Murray, W. C. Carter and George Robertson. This syndicate of men was incorporated as the Kent Northern Railway Company and purchased the railway from the Messrs. Brown. Since that time, the railway has been operated by this syndicate, of which John Jardine is the president and W. C. Carter is the secretary.

Alignment.

This alignment is excellent, there being only 21 curves in the entire length of 27 miles. There are two tangents of four miles each and a number of other tangents from one to three miles in length. None of the curves are sharp, most of them being under four degrees.

Gradients.

The gradients are good. The railway falls gradually from Kent Junction to Richibucto. There are no very long grades and the maximum is 1, 1½ per cent.

Right of Way.

The right of way is generally 66 feet wide. Where it runs through wooded districts, it has grown up with a second growth of small bushes. There are also lots of old ties lying around that have been taken out of the track, and the right of way presents anything but a neat appearance. The bushes should all be cut and burned and the entire right of way cleaned up.

Rails.

The rails are 57 lbs. Barrow steel. They were purchased from the Intercolonial Railway, having been taken from that track to be replaced with heavier rails. They are in fairly good shape, but are somewhat broomed at the ends. They are fastened with a fish-plate joint with four bolts per joint. We noticed, in a great many instances, there were only three bolts per joint, and, in a number of instances, only two. We also noticed that the rails, in some instances, were not well spiked to the ties.

Ties.

The ties are of different kinds of wood, mostly cedar, Princess Pine, spruce and fir. They are rather small and not placed close enough together. A good many new ties have been put in the track during the last two or three years, but there are still required, we should estimate, at least an average of 800 ties per mile of track.

Ballast.

There is a splendid ballast pit at Mill creek, on the line of railway seven miles from Richibucto and twenty miles from Kent Junction. There is an unlimited supply of ballast in this pit and the company has sold large quantities of it to the Intercolonial Railway. There has been considerable ballasting done during the last few years, but the track still requires a lot more. It seems a pity that this track is not better

ballasted as there is such a splendid opportunity for ballast, and it could be placed in the track at a very small cost. The track should have at least one hundred carloads of ballast per mile in addition to what is already in the track. This would be an average of about 1,000 cubic yards per mile of additional ballast.

Ditching.

Very little ditching has been done since the railway was built. In a great many instances, the ditches have filled up. There is a good opportunity for drainage and the track should be thoroughly side-ditched in order to keep the roadbed dry.

Culverts.

All the culverts, both open and boxed, were constructed of stone masonry. The principal open culvert is at Weldon's creek, about one mile from Richibucto. This has an opening of 16 feet and is spanned by steel girders made of old T rails. The abutments of this culvert are of good substantial stone masonry, in good condition, except that it requires to be pointed up with cement. Other open culverts are at Bass river, Molus river and other various points along the line. They are all small with openings of from 8 to 12 feet. The masonry in the abutments of these culverts is in good condition, but the floor system, girders, ties, wall-plates, and guard-rails should be entirely renewed in each case. Some of the box culverts need to be repaired and two of them need to be entirely rebuilt. The walls having fallen in, a small sum of money properly expended would put all these culverts in good condition.

Bridges.

There are no bridges on the entire line of the railway, a case which is probably without a parallel in the province. The largest opening in the track is the open culvert at Weldon's creek, which is described above.

Stations.

There are booking stations at Kent Junction, Rexton and Richibucto. The station houses at Rexton and Richibucto have waiting rooms, ticket office and a commodious freight room. These buildings are in good repair. There are flag stations at Mill creek, Grumble road, Molus river and McMinn's mill. There are through sidings at Richibucto, Rexton and Grumble road and spur tracks at different points. There is a three-stall engine house at Richibucto and a turn-table, which is enclosed. The engine house has a small repair shop and a steam pump for filling the tanks. There is a water tank at Kent Junction and one at Grumble road. There is a turn-table at Richibucto and a Y at Kent Junction.

Rolling Stock.

There are two locomotives in first class order; good substantial machines and in operation every day. These locomotives are always in good repair and their appearance indicates that they receive the best of care. There is one passenger car in good condition, one freight and express car for handling small freight and express matter, and a number of platform cars. All the freight which goes or comes in carload lots is hauled in the Intercolonial Railway freight cars. There are two snow-ploughs, one push plough and one wing plough. These ploughs are first-class samples of good workmanship, durable and in excellent repair. No branch railway in the province is as well equipped for fighthing snow as the Kent Northern Railway, and for this reason they are able to keep the road open during all the winter season when many of the other branch railways are closed down.

Train Service.

There is one train each way daily, leaving Richibucto at ten o'clock in the morning and arriving at the Junction at 11.30 a.m., connecting there with the Intercolonial

Railway express trains north and south. The train leaves Kent Junction at 1.05 p.m, arriving at Richibucto at 2.35 p.m.

Richibucto is a prosperous town of about 1,500 population. Rexton has a population of about 1,000, and the country in the immediate vicinity is very thickly settled. Both of these towns are very much improved in recent years. There is an immense business down here in fish, there being three large firms engaged in this industry, viz.; Richard O'Leary, A. and S. Loggie and William Forbes. Each of these firms has large freezer and immense quantities of all kinds of fish are packed away in these freezers until such time as they are shipped to the United States market. Great quantities of smelt are caught in the Richibucto river during the months of December, January and February, as many as 150 carloads having been shipped away from Richibucto and Rexton in one season. At Rexton is located the large lumber mill of Jardines. This is a band saw mill of the most modern pattern and cuts a large quantity of lumber. Richard O'Leary has a large steam saw mill at Richibucto and a considerable portion of the lumber cut at this mill is shipped over the railway. All the local trade of Richibucto, Rexton and the surrounding country is hauled over this railway. Both Richibucto and Rexton are lighted with electric lights, and there are some very fine merchantile establishments in both towns. The valley of the main Richibucto river and also of the Kouchigouguac and Kouchigouguacis are very fertile, and the country is thickly settled and in a very prosperous condition. This railway makes an excellent showing. A glance at the attached statements of increase in volume of traffic and also of gross and net earnings will show that the Kent Northern Railway heads the list of branch railways in this province as a money-making proposition. This is, in a great measure, due to the low charges in maintenance of way, there being no expensive wooden bridges. From Richibucto it is only a short distance to Prince Edward Island, and if a line of steamers were put on between Richibucto and West Cape, on Prince Edward Island, this route via the Kent Northern Railway would be the shortest and most direct route from all point on the Intercolonial Railway north of Kent Junction.

Lenth of railway	.....	27 miles.
Total capital paid up	$268,334	
Bonds authorized	Nil	
Bonds issued	Nil	
Bonds sold	Nil	
Cost, including rolling stock	275,000	
Cost per mile	10,185	
Number of passengers carried in 1901	.....	5,795
Number of passengers carried in 1906	.....	8,775
Increase in five years	.....	51%
Tons of freight carried in 1901	.....	4,070
Tons of freight carried in 1906	.....	95,504
Increase in five years	.....	2,246%
Gross earnings in 1901	11,387	
Gross earnings in 1906	22,088	
Increase in five years	94%	(94)
Operating expenses in 1901	9,680	
Operating expenses in 1906	14,012	
Increase in five years	45%	
Net earnings in 1901	1,707	
Net earnings in 1906	8,075	
Increase in five years	373%	

T. M. BURNS,
GILLMOR BROWN,

Commissioners.

BATHURST, December 18, 1907.

SALISBURY AND HARVEY RAILWAY.

This railway is located in Westmoreland and Albert counties. It taps the Intercolonial railway at Salisbury, about 15 miles from Moncton, and runs generally in a southeasterly direction to the town of Albert, its eastern terminus. The entire length of main line from Salisbury to Albert is 45 miles. From Albert a railway was projected and constructed as far as Alma, about 16 miles. This railway was called the Albert Southern. Operation on this railway was discontinued about five years ago, and there has been no business done over it since. The Harvey branch, 3 miles in length, from Albert to Harvey Bank, was also constructed, but is not now operated.

History.

The Salisbury and Harvey is the oldest of these branch lines, having been incorporated by Act of of the Provincial Legislature, A.D. 1864, under the name of the Albert Railway Company. The Act was amended and revived a number of times and the railway was not entirely completed until about A.D. 1878. It is now under the management of Mr. W. A. Sherwood. It received a subsidy of $10,000 per mile from the provincial government and a grant of old iron rails from the Dominion Government. It received in addition to this $70,000 of bonus from the municipality.

Alignment.

The alignment is fairly good, but we should estimate the curvature to be at least 50 per cent of the length.

Gradients.

The gradients are as good as on the average branch lines, the maximum gradient being about 1½ per cent. The country through which the railway runs is quite flat, and there are no very long grades.

Rails.

The rails, between Albert and Hillsboro, are iron rolled some 40 years ago. This rail is in fairly good shape, but somewhat worn. On the remaining portion the rail is Barrow steel, weighing 56 pounds to the yard, and in very good condition; fastened with a fish-plate joint, 4 bolts per joint.

Ties.

The ties are of soft wood, common to the country. They are laid closer together than is usual on branch lines, which is a very good feature on account of the scarcity of ballast. Some new ties are put in the track every year, but a lot more are required.

Ballast.

There is very little ballast in the track and there are no ballast pits on the line of railway. Notwithstanding this fact the track is in very good shape, and is kept in very good surface and alignment. The roadbed has been well ditched and is comparatively dry. If there were about 8 inches of ballast it would make an excellent track.

Culverts.

Most of the rivers are tidal and there are a number of wooden aboideaux; these are all in fairly good condition. Some of the box culverts are stone and some of the open culverts cribwork; they are all in fairly good condition.

Bridges.

Palmer's Creek Bridge.

Structure about 300 feet in length, consisting of a pile trestle on the western end and hemlock block work on the eastern end, and a Howe truss span of 50 feet over the channel. The Howe truss rests on pile abutments. The crib portion of this bridge is weighted heavily with stone. The pile structure is in good condition as is also the crib structure. The Howe truss span is decayed in places. There has been a new top chord put in this truss within the last two years, but it will be necessary to replace this bridge within a year or two.

Saw Mill Creek Bridge.

About 300 feet long, a pile trestle on each end and a 50 foot Howe truss over the channel. Howe truss is resting on pile abutments. Piling is in good condition and apparently strong and safe. Trestle is decayed in certain places and it will be necessary to renew it very soon. Management informs us that the bridge will be renewed during the next season. While the bridge at present is safe, it is nearly worn out, and it will be absolutely necessary to renew it shortly.

Chipman Creek Bridge.

A framed trestle, about 160 feet long, bents are spaced 12 feet apart from centre to centre. Bents are in good condition, sound and safe and on good foundations. The floor system probably needs renewing, particularly should there be some new floor stringers and some new ties. Structure, as it is now, is safe, but the floor system must be renewed in a short time. As for the bents themselves, they are strong and in good condition.

Sodom Creek Bridge.

Pile structure, about 150 feet long; bents are spaced 12 feet apart from centre to centre, and piling is in good condition. Some of the floor stringers need to be renewed, and it is the intention of the management to put in some new stringers this year. Structure will then be safe.

150 foot trestle which formerly was a solid embankment and was washed out by a heavy flow of water some years ago. This is a pile structure with bents 12 feet apart from centre to centre. Piling is in good condition and the entire structure is in very good shape, except that the floor system needs some new ties and some new stringers, and it would also be of great benfit to this trestle, and in fact all the trestles on this line of railway if they had more longitudinal bracing.

Curryville Trestle.

About 350 feet long, and in the centre about 30 feet high. This trestle has been rebuilt within the last two years, new hard pine bents having been put in at intervals of 20 feet from centre to centre, plumb posts of the old bents being lifted in to support the centre of the span. Stringers are 12 x 12 with a corbel support on each cap. Sills are founded on pedestals of stone masonry, and consequently are kept well above the damp. The trestle would be better with a series of longitudinal bracing running through and bolted to the plumb posts on each trestle bent. Structure is in excellent shape and perfectly safe.

Demoiselle Creek Bridge.

Open culvert, about 20 feet span; stone abutments about 25 feet high. The floor system consists of stringers with an A truss running up from the abutments to sup-

port the stringers at the centre. The structure is in first class condition. There is a similar culvert to this over the same stream about one-half mile ahead.

Hillsboro Bridge.

In good condition and will last a number of years. The floor system is first rate. The foundations are in excellent condition, and altogether, the bridge may be considered perfectly safe.

Weldon Bridge.

Fifty foot span on timber abutments. The truss is in fairly good shape. The abutments are well preserved and strong. It will be necessary to rebuild the truss in a few years.

Mill Creek Bridge.

Trestle about 300 feet long and in the centre 35 feet high. Built entirely of hard pine three years ago. This structure is in excellent condition, sound and safe.

Turtle Creek Bridge.

The most important structure on the line. About 535 feet long, consisting of a framed trestle approach on each end and a deck Howe truss span of 108 feet in the centre. The eastern approach has been rebuilt within the last year, and it is the intention of the management to rebuild the western approach next year. The Howe truss span was rebuilt entirely new two years ago. This structure is built entirely of hard pine, and is in excellent shape, particularly the new part. The eastern end, which the management asserts they will rebuild next year, is in fairly good shape now, with the exception of some of the sills which are rotted. The foundation of the trestle bents are stone masonry; the trestle is exceptionally well braced and the structure is safe.

STATION BUILDINGS.

There are booking stations at Salisbury, Hillsboro and Albert; flag stations at Price's, Weldon, Albert Mines, Woodsworth's, Wilson's, McHenry's, Curryville, Cape, Danial's Hill and Riverside.

There is a through siding at Albert terminus and one at Salisbury. At each of the flag stations there is a spur track. The station building at Albert is neat and substantial, with ticket office, two waiting rooms, and with apartments upstairs, it being a two storey building. There is also a commodious freight shed and a coal shed at Albert. There is a station house and freight shed at Hillsboro in good repair. At Albert is an engine shed with capacity for two locomotives. There is a turn-table at Albert and one at Salisbury.

ROLLING STOCK.

There are four locomotives, one first class passenger car, two combination cars and one conductors van, 28 flat cars, one snowplough and one flanger. The locomotives are light but in good working order and all the rolling stock is in very fair condition.

TRAIN SERVICE.

There is one train each way daily. (There is one train each way daily.) Train leaves Albert in the morning, arriving at Salisbury at 9 a. m. It leaves Salisbury noon and arrives at Albert at 3 p.m. The operation of this railway in the winter is very irregular, and some winter seasons, it is entirely closed down.

TELEGRAPH LINES.

The railway has a telegraph line operated by the Western Union, the wires and poles being owned by the railway company.

The country through which the railway runs is very thickly settled and in a very prosperous condition. It is an agricultural district, and large crops of hay are raised. Albert, the southern terminus, is a prosperious village of about 1,000 inhabitants, and is the distributing point for a large and thickly inhabited territory. Hillsboro is also a prosperous town of about 1,200 population, and quite a large business is done here. At Hillsboro is located the celebrated plaster works of the Albert Manufacturing company. It is a very large concern, employing in all about 300 men. Large quantities of plaster rock are shipped by water. The manufactured plaster is shipped largely by rail, about 400 barrels being produced daily. This extensive business is managed by the Hon. C. J. Osman, and its successful operation is of very great benefit to Albert county. Large quantities of lumber are shipped over the line of this railway, being brought to Hillsboro by rail and shipped by water from that point. About 5,000,000 of feet were handled last season.

Length of railway		45 miles.
Total capital paid up	$704,391	
Bonds authorized	250,000	
Bonds issued	250,000	
Bonds sold	.....	
Cost, including rolling stock	1,802,440	
Cost per mile	40,054	
Nulmber passengers carried in 1901	.....	10,895
Number passengers carried in 1906	.....	13,324
Increase in five years	.....	22%
Tons freight carried in 1901	.....	35,170
Tons freight carried in 1906	.....	54,828
Innerease in five years	.....	56%
Gross earnings, 1901	25,325	
Gross earnings, 1906	30,707	
Increase in five years	.....	21%
Operating expenses, 1901	24,634	
Operating expenses, 1906	29,745	
Increase in five years	.....	21%
Net earnings, 1901	691	
Net earnings, 1906	962	
Increase in five years	.....	39%

T. M. BURNS,
GILLMOR BROWN,
Commissioners.

BATHURST, N.B., December 18, 1907.

N. B. & P. E. ISLAND RAILWAY.

LOCATION.

This railway is located in Westmoreland County. It taps the I. C. R. at Sackville, 37 miles east of Moncton and runs almost due east to Cape Tormentine, the length of main line being 36 miles.

History.

This railway was incorporated by Act of Legislature A.D., 1874, the names of Jas. L. Black, Josiah Wood and others appearing as incorporators. The charter was revived in 1878 and time of completion extended to 1884. It was opened for traffic in 1887 and is still owned and operated by the original company with Mr. Fred. Harris as manager. It received a provincial subsidy of $3,000 per mile and a Dominion subsidy of $3,200 per mile.

Aligments.

The alignment is excellent, there being a great many very long tangents, some of them four and five miles. There are few curves and none of them sharp, probably not more than 20 per cent of the line is on curve and 80 per cent tangent.

Gradients.

The gradients are also very easy. The country through which this railway runs is very flat, and there are no steep grades, probably 1 per cent is the maximum.

Rails.

The rails are Barrow steel weighing 56 lbs. to the yard. They were purchased from the Intercolonial Railway when that railway adopted a heavier rail. They are in very good condition and we noticed no battered or broomed ends.

Ties.

These ties are spaced too far apart, we should say that they are not much more than 2,000 per mile, whereas, there should be 3,000 on account of the scarcity of ballast. A number of the ties are beginning to decay and there should be a great many new ones put in the track.

Ballast.

From Sackville to Baie Verte, there has been scarcely any ballast put in the track. From Baie Verte to Tormentine, the road was originally ballasted with gravel taken from the beach. There are no ballast pits along the line of railway, and the track has to be surfaced and kept up with such material as can be found in the side ditches. On account of there being practically no ballast, the track should have more than the usual number of ties.

Culverts.

There are quite a number of wooden aboideaux through the marsh and on the other section of the line the open culverts have stone abutments with timber system. The abutments, as a rule, are in good shape and perfectly safe. Some of the box culverts are commencing to decay.

Bridges.

Morris Creek Bridge.

This was originally a pile structure. Within the last year the piles were cut off at the surface of the water and a framed trestle erected on the pile heads. This bridge is about 50 feet long, in good condition and perfectly safe.

Floating Canal Bridge.

This structure is about 400 feet long, a pile trestle on the western end and on the eastern end a framed trestle on pile foundations. This structure is on a skew, and in order to steady it and hold it in position, there are a number of long iron rods fastened to the bents and running back some 30 or 40 feet where they are anchored to heavy timbers imbedded in the ground. The piling is in a good state of preservation but there are some ties in the floor system that should be renewed. This bridge is well braced and safe.

Midgic Marsh Road Bridge.

This is a pile trestle 150 feet long. The piling is in good condition, sound and solid. The floor system, particularly the ties and guard rails need renewing. This bridge is in fairly good repair and safe but should have a new floor.

Baie Verte Bridge.

This structure is about 60 feet long, consisting of five pile bents. The piling and caps are sound and solid. The flooring, including stringers, ties and guard rails are badly decayed and must be renewed. The management assures us that the floor system of this bridge will be rebuilt this fall.

Port Elgin Bridge.

This is the most important structure on the line, consisting of five Howe truss spans on one swing span, the swing span is badly decayed and is to be renewed next season. The truss spans are in fairly good repair except the floor system which needs to be rebuilt. With cautious operation this bridge is safe for a time, but it will be absolutely necessary to renew the swing span very soon.

Mahoney's Bridge.

This structure is about 75 feet long, composed of four framed trestle bents resting on foundations of stone masonry. The bridge is in excellent condition, perfectly sound and solid with the exception of some ties and also a part of the guard rail. The trestle bents being fastened on pedestals of stone masonry, the sills are kept well above the ground line and there is no danger of decay.

Timber River Bridge.

This is a deck Howe truss of 75 feet span. It is covered and in very good repair, there being very little indication of decay. The bridge rests on abutments of stone masonry which are in first-class shape.

Brooklyn Bridge.

This bridge is about 25 feet long and has two stringers under each rail, one on top of the other, each stringer being 12 x 12 inches. The stringers are reinforced by braces running from the abutments on each side up to the centre of the stringer. The abutments are of stone masonry, well built and perfectly solid. The entire bridge is safe.

RIGHT OF WAY.

The right of way where it runs through the wooded district is grown up with a second growth of small bushes and needs to be cleared and burned. The fencing is in fairly good condition, particularly through the cleared fields, in fact, it seems better than on most of the other branch lines.

STATIONS.

There are five booking stations and six flag stations. The station houses each have ticket office, waiting room and freight room or an additional building for freight. The station buildings are well built and in a good state of repair.

Rolling Stock.

There are three locomotives, two passenger cars, 41 flat cars, four box cars and two snowploughs. The locomotives are light, but are kept in good working order. All the rest of the rolling stock is in fairly good condition.

Train Service.

There is one train each way daily, leaving Sackville after the arrival of the C.P.R. Express, and runs to Cape Tormentine; the train arrives at Sackville to connect with the Maritime Express from Montreal.

Sackville, the western terminus of this railway, is a town of some importance, having a population of probably 2,000. It is a celebrated educational centre being the seat of the Sackville College, Academy and Girls school. There are a large number of stores, Sackville being the distributing point for the adjacent territory which is very thickly settled. From Sackville to Baie Verte, the railway runs through the Westmoreland marshes where immense crops of hay are raised. This is a fine section of country and raises great crops, particularly of hay. Baie Verte is a thriving village of the center of a large agricultural district. Quite a lot of traffic on the railway originates at Baie Verte. At the eastern terminus Cape Tormentine, there is a splendid wharf built by the Dominion government. The track runs to the outer end of this wharf affording excellent shipping facilities. From Cape Tormentine to Cape Traverse, on Prince Edward Island, is a distance of only nine miles and the recent agitation in favour of a tunnel between these points, would seem to indicate that at no very distant date, Prince Edward Island will be connected with the mainland by means of this tunnel. In that case, the New Brunswick and Prince Edward Island railway would do an enormous business. There are large quantities of hay shipped over this railway, and a great many fat cattle also great quantities of grain. A great proportion of the traffic is lumber, there being nearly eight millions of feet shipped over this railway last year. Traffic over this line of railway has always been very good since the railway was first put in operation, and a glance at the attached statement will show that it is in excellent shape financially.

Length of railway	.....	36 miles
Total capital paid up	$528,999	
Bonds authorized	400,000	
Bonds issued	100,000	
Bonds sold	100,000	
Cost, including rolling stock	307,744	
Cost, per mile	8,548	
Number of passengers carried in 1901	.....	15,046
Number of passengers carried in 1906	.....	19,221
Increase in five years	.....	28%
Tons of freight carried in 1901	.....	47,076
Tons of freight carried in 1906	.....	36,100
Increase in five years	Decrease	23%
Gross earnings in 1901	23,600	
Gross earnings in 1906	26,747	
Increase in five years	13%	
Operating expenses in 1901	17,816	
Operating expenses in 1906	19,760	
Increase in five years	11%	
Net earnings in 1901	5,785	
Net earnings in 1906	6,988	

T. M. BURNS,
GILLMOR BROWN,
Commissioners.

Bathurst, N.B.,
December 18, 1907.

Summary Statement of Capital, Year ending June 30, 1906.

Name of Railway.	Mileage.	Share Capital paid up.	Bonds Sold.	Dominion Government Aid.	Provincial Government Aid.	Municipal Aid.	Capital other Sources.	Total Capital.	Floating Debt.	Total Cost Railway and Rolling Stock.	Cost per Mile.
		$	$	$	$	$	$	$	$	$	$
Beersville Coal and Railway	8.6-10	20,000	20,000	20,736	16,200	Nil.	107,200	184,136	47,000	Not reported.	.....
Buctouche and Moncton	32	250,000	310,000	101,600	94,500	Nil.	Nil.	756,100	Nil.	291,999	9,125
Caraquet	68	950,000	500,000	224,000	180,000	Nil.	Nil.	1,854,000	11,953	1,013,500	14,904
Elgin and Havelock	28	44,900	50,000	82,653	107,500	13,000	Nil.	298,053	Nil.	598,994	21,392
Gulf Shore	16.8-10	6,250	Nil.	53,699	41,950	Nil.	Nil.	101,899	Nil.	101,899	6,065
Kent Northern	27	75,000	Nil.	58,334	135,000	Nil.	Nil.	268,334	Nil.	275,000	10,185
New Brunswick and P. E. Island Ry	36	215,850	100,000	113,440	99,709	Nil.	Nil.	528,999	Nil.	307,744	8,548
St. Martins	30	100,000	145,000	83,613	145,600	Nil.	Nil.	474,213	3,137	245,000	8,166
Salisbury and Harvey	45	150,000	Nil.	29,391	455,000	70,000	Nil.	704,391	Nil.	1,802,440	40,054
St. Louis and Richibucto	7	20,000	Nil.	22,400	21,000	Nil.	Nil.	63,400	Nil.	67,000	9,571
York and Carleton	10	20,594	Nil.	18,336	13,897	Nil.	Nil.	52,827	Nil.	52,827	9,268
Totals	308.4-10	1,852,594	1,125,000	808,202	1,310,356	83,000	107,200	5,286,352	62,090	4,756,403	15,646

Bathurst, N.B.,
December 18, 1907.

(Signed) T. M. BURNS,
GILLMOR BROWN.
Commissioners.

STATEMENT showing the increase of earnings in the last five years A.D. 1901, compared with A.D. 1906.

Name of Railway.	Earnings from Passenger Traffic.			Earnings from Freight Traffic.			Earnings from Mail and Express and other sources.		Total Gross Earnings.		
	A. D.	A. D.	Per cent of Increase.	A. D. 1901.	A. D. 1906.	Per cent of Increase.	A. D. 1906.	A. D. 1906.	A. D. 1901.	A. D. 1906.	Per cent of Increase.
	$	$	p. c.	$	$	p. c.	$	$	$	$	p. c.
Beersville	170	160	.....	914	1,491	63	.....	.....	1,084	1,651	52
Buctouche and Moncton	4,243	6,679	57	10,821	15,190	40	905	495	15,969	22,365	40
Caraquet	5,199	10,822	108	18,202	31,719	74	2,773	2,447	26,173	44,988	72
Elgin and Havelock	1,227	2,556	108	5,267	7,648	45	508	776	7,001	10,980	56
* Gulf Shore	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kent Northern	3,598	6,168	71	6,947	14,930	115	842	990	11,387	22,088	94
New Brunswick and P. E. Island	5,514	8,345	51	16,962	16,753	.....	1,124	1,649	23,600	26,747	13
St. Martins	2,510	3,548	41	4,352	6,513	50	413	16	7,276	10,077	38
Salisbury and Harvey	6,865	8,427	23	15,807	19,500	23	2,653	2,780	25,325	30,707	21
York land Carleton	400	1,095	.....	2,140	1,785	.....	.....	35	2,540	2,915	.....
Totals	29,726	47,800	61	81,412	115,529	42	9,218	9,188	120,355	172,519	43

* Operated as part of the Caraquet Railway.

Bathurst, N.B.,
December 18, 1907.

(Signed) T. M. BURNS,
GILLMOR BROWN.
Commissioners.

STATEMENT showing increase in the Volume of traffic in the last five years A.D. 1901, compared with A.D. 1906.

Name of Railway.	Total Number of Passengers Carried.			Tons of Freight Carried.			Remarks.
	A.D. 1901.	A.D. 1906.	Per cent of Increase.	A.D. 1901.	A.D. 1906.	Per cent of Increase.	
Beersville	850	1,156	36	3,727	5,257	41	1905 was the first year of operation.
Buctouche and Moncton	9,443	15,667	66	20,615	24,225	18	
Caraquet	5,610	10,629	8	18,904	22,655	20	
Elgin and Havelock	4,090	8,811	115	7,622	11,737	54	
Gulf Shore							Operated as part of the Caraquet Railway.
Kent Northern	5,795	8,775	51	4,070	95,504	2,246	The Kent Northern hauled a lot of ballast for I. C. R. in 1906.
New Brunswick and P. E. Island	15,046	19,221	28	47,076	36,100	23	Decrease.
St. Martins	4,637	6,723	45	8,843	11,374	29	
Salisbury and Harvey	10,895	13,324	22	35,170	54,828	56	
York and Carleton	1,800	4,650	158	3,583	13,091	265	1902 was first year of operation.
Totals	58,166	88,956	53	149,610	274,771	84	

Bathurst, N.B.,
December 18, 1907.

(Signed) T. M. BURNS,
GILLMOR BROWN.
Commissioners.

COMPARISON of operating expenses and

Name of Railway.	Maintenance of Way, Track, Bridges, and Buildings.			Cost of Motive Power.		
	A.D. 1901.	A.D. 1906.	Increase or Decrease.	A.D. 1906.	A.D. 1906.	Increase or Decrease.
	$	$	p.c.	$	$	p.c.
Beersville	950	975	3 Inc.	1,025	1,703	66 Inc.
Buctouche & Moncton	6,542	9,400	44 Inc.	5,967	5,369	10 Inc.
Caraquet	8,323	16,792	102 Inc.	10,960	17,976	64 Inc.
Elgin & Havelock	4,276	4,358	2 Inc.	3,603	3,287	9 Dec.
Gulf Shore						
Kent Northern	3,170	7,275	129 Inc.	3,010	3,865	28 Inc.
N. B. & P. E. Island	6,697	7,378	10 Inc.	7,136	6,637	7 Dec.
St. Martins	4,188	3,391	19 Dec.	3,012	3,314	10 Inc.
Sailsbury	11,572	13,445	16 Inc.	7,928	10,524	33 Inc.
York & Carleton	25	1,060		1,680	1,963	17 Inc.
Totals	45,743	64,074	40 Inc.	44,321	54,638	22 Inc.

Bathurst, N.B.,
December 18, 1907.

net earnings for years 1901 and 1906.

Other Operating Expenses.			Total Operating Expenses.			Net Earnings.		Remarks.
A.D. 1901.	A.D. 1906.	Increase or Decrease.	A.D. 1901.	A.D. 1906.	Increase. or Decrease.	A.D. 1901.	A.D. 1906.	
$	$	°p.c. °	$	$	°p.c. °	$	$	
685	1,831	167 Inc	2,660	4,509	69 Inc.	1,575	2,859	Deficit both years.
6224	7,558	21 Inc.	18,733	22,327	19 Inc.	2,764	37	Deficit in 1901, surplus in 1906.
7,936	13,882	74 Inc.	27,219	48,650	79 Inc.	1,046	3,663	Deficit both years.
3,092	2,380	23 Dec.	10,971	10,025	9 Dec.	3,969	957	Deficit in 1901, surplus in 1906.
.....	.....	.....	.....	.....	.....	.....	.....	Operated as a part of the Paraquet Railway
3,500	2,872	18 Dec.	9,680	14,012	45 Inc.	1,707	8,075	Surplus both years, 373 p.c. Increase.
3,983	5,745	44 Inc.	17,816	19,760	11 Inc.	5,785	6,988	Surplus both years, 21 p.c. Increase.
2,639	2,118	20 Dec.	9,839	8,823	10 Dec.	2,562	1,253	Deficit in 1901, surplus in 1906.
6,134	5,776	12 Inc.	24,634	29,745	21 Inc.	691	962	Surplus both years, 39 p.c. Increase.
866	992	14 Inc.	2,571	4,015	56 Inc.	31	1,100	Deficit both years.
34,059	43,154	26 Inc.	124,123	161,866	30 Inc.	3,764	10,650	

(Signed) T. M. BURNS,
GILLMOR BROWN.
Commissioners.

SESSIONAL PAPER No. 67

INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE GENERAL TRAFFIC MANAGER,

MONCTON, N.B.

DEAR SIR,—In pursuance of instructions received from you as per your letter September 3, 1908, in regard to inspection of Branch Lines.

Inclosed herewith you will find joint reports of myself, and Mr. D. A. Story, of our findings in relation to the following lines:

Kent Northern Railway,
Caraquet & Gulf Shore,
North Shore Railway (Beersville Road),
Hampton & St. Martins,
Salisbury & Harvey, and Albert Southern Railway,
Elgin & Havelock,
Moncton & Buctouche.
New Brunswick & Prince Edward Island,
Temiscouta Railway,
York & Carleton,
Vale Coal Company Railroad,
Cumberland Railway & Coal Company,
Nova Scotia Steel & Coal Company's Railway (Ferrona Jct. to Sunny Brae).

In preparing these reports we have as far as possible confined ourselves to the instructions contained in your letter, in giving our views as to the present traffic, traffic facilities, and probable traffic of the various Branch Lines, and we trust they will prove satisfactory.

We, however, feel that while our instructions do not call for any remarks outside of the line of procedure laid down for us, that we should supplement such reports by conveying to you the unanimous feeling predominating, as gleaned from our interviews with the various merchants and people living along the branch lines, as to the great benefit which would follow absorption

The want of proper facilities for the conduct of even the existing traffic is detrimentally affecting the business interests of the districts interested in these branches, and preventing that development of industries, enhancement of property values, and general betterment that would undoubtedly follow on an improved service.

The present branches are hampered by lack of capital and insufficient equipment, and are not in a financial position to increase their inadequate traffic facilities, and the absorption of these lines into the Intercolonial system would beyond question result in a greatly improved condition of affairs.

It is a well established fact that in nearly every case where Branch Lines have been absorbed by trunk lines, and extended markets have thus been opened up for business along the main line, such a policy has not only proved to be of great value to the Branch Lines themselves, but has provided additional revenue for the main line, they becoming valuable feeders, increasing the traffic and the earning powers of the trunk lines.

One argument of considerable force, put forward by residents in the localities through which these poorly served branches run, is that in view of the large amount of money and other aid accorded to the Canadian Northwest for the purpose of developing the country, the Maritime Provinces are entitled to some measure of generous treatment for similar purposes.

You will no doubt receive the reports of the engineers as to the physical condition of the various lines, its rolling stock, station buildings, &c.

There are some two or three Branch Lines to which the above remarks do not apply, and they are especially noted in the attached reports.

E. TIFFIN,

General Traffic Manager.

KENT NORTHERN RAILWAY.

The Kent Northern Railway taps the Intercolonial at Kent Junction, 45 miles north of Moncton, and runs in an easterly direction through Kent County to Richibucto on Northumberland Strait, a distance of about 27 miles.

For about one-half of this distance the country for some distance back, on both sides of the line, is lightly wooded, and there is not much opportunity for either farming or lumbering. As you approach Rexton, however, the country improves and a considerable quantity of ties and cordwood are cut, the latter for shipment to Richibucto, and also some hemlock bark, which is generally shipped by rail to Millerton.

At Rexton, three miles from Richibucto, there are several large saw mills, which, with those located at Richibucto, cut from logs rafted down the river, some ten or twelve million feet of lumber per annum. In addition to this there is about an equal quantity cut at the Up-River mills, which is brought down by water to Rexton and Richibucto for shipment via Tormentine, so that the total quantity passing through these points is about twenty millions a year. Practically all of this is lightered by vessels to Cape Tormentine on Northumberland Strait, some 90 or 100 miles away, at a cost of $1.25 per M., which includes the cost of transfer to the vessel at Tormentine, the ocean rates being lower from that point than from either Richbucto or Rexton, owing to the larger vessels available, the depth of water over the bar at Richibucto confining the direct water shipments from there to vessels of about 500 tons register.

The principal freight traffic of the road is fish, lumber, and other forest products, while all the local trade of Rexton, Richibucto and surrounding country is handled by the railway.

The quantity of lumber that moves at present by rail via Kent Junction, is small as compared wth that whch moves from Rexton and Richibucto to Tormentine, the total shipments via Kent Junction for 1907 being only 1,770 tons. One reason for this is the two rail freights prevents economical shipment via St. John, and another, that owing to the uncertainty of present car supply the operators hesitate to make contracts for delivery of any specified quantity by rail, and much business is necessarily lost to them. We are of the opinion that all these factors seriously interfere with the 'all rail' traffic, and consider that if an adequate car supply and one railway rate was assured, the lumber dealers would turn their attention more to 'all rail' shipments, not only on export shipments via St. John but on shipments to points on the line of the Intercolonial Railway (notably Moncton and Amherst, both large consuming centres, and also to shipments to inland points in the eastern States and to the Ontario market, which is continually improving, especially for New Brunswick spruce.

The ocean rates on deals run lower from St. John than from Tormentine, and consequently much lower (by reason of the lighterage from Richbucto already mentioned), than from the latter place, so that with the better price which shipments from St. John command in the European market, and with rates to St. John that would be fairly remunerative over a single line of railway, it would, we believe, be possible to draw to the railway the major portion of this export traffic, even during

the summer season, and owing to the lower rates by the ocean liners from St. John during the winter season to create a considerable traffic in this commodity and enable the lumber dealers to market part of their cut during the winter instead of holding it all for summer shipment, as they do now.

There is considerable lumber shipped from Richibucto and Rexton to New York by water, and also to Sydney, but a good deal of the traffic could we think be diverted to the rail route. One large operator, who now ships about 5 per cent of his cut to the United States and about 75 per cent to Europe, would, if somewhat reduced rail rates were quoted, it being in every way more satisfactory and profitable, one of the advantages being much quicker returns while the liability of disputes as to the quality is much lessened, and given all these conditions enumerated in the foregoing, we are satisfied that this branch line railway would in a short time prove a valuable feeder to the Intercolonial.

Source of Lumber Supply.

The mills draw their supply of logs principally by water from the Up-River territory, some 500 miles in extent, which is being preserved by proper cutting, and the supply is, therefore, likely to continue at its present quantity indefinitely, in good years more will probably be cut, and in poor years somewhat less.

Cordwood, Bark Pulpwood.

The cordwood traffic, from points 3 to 8 miles out, is principally into Richibucto, the only market available, and as the Moncton market, the only other within easy reach, is supplied from adjacent territory on the line of the Intercolonial and Moncton & Buctouche, no marked increase in this traffic can be looked for.

The tan bark (peeled) finds its market at present at Millerton, and the traffic is limited solely because the hemlock territory is too far away from the line of railway to make peeling profitable, especially when two freight rates have to be borne by it before it reaches destination.

There is almost unlimited possibilities in the territory for pulpwood though none is being cut, the lumber operators not favoring the rapid depletion of the lands, which would be likely to follow.

Coal.

Some 500 or 700 tons of coal are brought into Richibucto from Sidney and Pictou each year by schooners which have taken down cargoes of lumber, and some of this can probably be diverted to the rail route or supplanted by other rail borne coal and so reduce the number of schooners available for outward shipments of lumber to competitive points.

Salt.

Some salt is also landed here by vessels coming from Europe for cargo, which can be distributed to a limited extent by rail.

Fish.

There are three large fish freezers at Richibucto owned by Messrs. O'Leary, Loggie, and Forbes, respectively, all of whom are gradually extending their operations, even under existing railway conditions when their margin of profit is very small. The fishing grounds, which are practically inexhaustable, are within easy reach, and we are assured that were the present railway disabilities removed to some extent, the fishing would be prosecuted with greatly increased vigor, and increased traffic to the railway would result.

It would also be a not very expensive matter to reach the various fish freezers and O'Leary mill by a track extending along the water front, and the cheapening of transportation expenses could only have one result, that of an increased traffic.

Dairying, etc.

Considerable dairying is being done, there being a cheese factory near Rexton, and there are opportunities for the developing of a business in sea grass.

There is also considerable traffic in berries principally to Dalhousie where they are canned; in wool to Truro and other points, and in hides, principally to Portland, Me.

Freight Rates.

The local freight rates are somewhat higher than on the Intercolonial, though there are exceptions to this, as the rates charged on cordwood and lumber into Richibucto are on a lower basis than charged for equal distances on the Intercolonial.

Tonnage.

There has been a marked increase in the freight traffic of the road with the past few years.

In 1901 the tonnage moved amounted to.. 4,070
In 1906 the tonnage moved amounted to.. 95,504

The large increase in tonnage in 1905 and 1906 is explained by the fact that the Kent Northern sold large quantities of ballast, of which they have a large supply, to both the Intercolonial and Beersville railways. The following figures were furnished by the Kent Northern railway as being their earnings and expenses for the fiscal year 1904-5, 1905-6, 1906-7.

	1904-5.	1905-6.	1906-7.
Number of passengers carried	7,285	8,775	9,100
Number of tons of freight moved	75,792	95,504	7,691
Passenger earnings	$ 5,956 72	$ 6,167 66	$6,629 01
Freight earnings	16,282 20	14,929 92	9,753 34
Miscellaneous earnings	1,066 86	990 18	1,112 75
Gross earnings	23,305 78	22,087 56	17,495 10
Operating expenses	20,647 54	14,012 50	10 831 00
Tonnage transferred to I.C.R. at Kent Junction, 1907, 6,034 tons, I.C.R. revenue	.....	.....	10,047 32
Tonnage received from I.C.R. at Kent Junction, 3,557 tons, I.C.R. revenue	.....	.....	10,835 20

The population along the line until Rexton is reached is insignificant. That of Rexton is about 1,000 and of Richibucto about 1,500, and the country in the immediate vicinity is very thickly settled, and adjacent to the latter point is the St. Louis district with a population of about 2,000. The valley of the main Richibucto river, and also of the Kouchibouquac and Kouchibouquacis are well settled and in a very prosperous condition.

The train service consists of one accommodation train per day each way connecting with the local express trains of the Intercolonial railway the year round.

PASSENGER TRAFFIC.

The passenger revenue also shows marked improvement within the past few years.

In 1901, 5,795 passengers were carried, revenue. $3,598
In 1906, 8,755 " " 6,168
In 1907, 9,010 " " 6,629

And we feel assured that improved facilities will result in a still further increase, as with the service as it now exists it is impossible for the people of this district to come even as far as Moncton and return the same day, with a differently arranged schedule a much larger passenger business would be done.

The passenger rate first class is 3 cents per mile, 4½ cents return, and 2 cents second class.

No express is operated in connection with this line, express packages handed to it at Kent Junction by the Canadian Express Company being handled as freight.

Closed mails are carried for which 4 cents per mile is paid by the Post office Department.

The Kent Northern has station houses at Rexton and Richibucto, and its rolling stock consists of two locomotives, one combined first and second class car, one box car, and one flat car, and two snowploughs. Its headquarters are at Richibucto, where, while they own no wharf property, they have access to the water over the government wharf.

RICHIBUCTO AND ST. LOUIS RAILWAY.

Extending from Richibucto to St. Louis, 7 miles to the north is the Richibucto and St. Louis Railway, now abandoned owing to the unsafe condition of a bridge over the Kouchibouquaces river, not far from Richibucto. This railway traverses for its whole length a fine agricultural country, the poulation of which is estimated at about 2,000, the farms and buildings generally showing evidences of thrift and comfort. Dairying is carried on to some extent, there being a dairy in the district, the output of which moves either to St. John or Halifax. Cattle and sheep raising is also carried on to a considerable extent, but most of the cattle are driven by road to Chatham at which point they find a ready market.

The land is well adapted to potato farming, and while the road was in operation, 60 to 70 cars are said to have been shipped in one season. Since then, owing principally to the long haul necessary to Richibucto, the farmers have reduced their acreage and the crop now being raised is a very small one. Adjacent to this line are good timber lands, where very considerable quantities of oak, spruce and hemlock boards, and hemlock ties can be had, and also bark, what is now peeled there, moving to road to Bay du Viu, whence it is lightered to Millerton, and just beyond St. Louis there is a good cedar country and large quantities of cedar ties can be had within from 2 to 5 miles, and shingle mills could be operated successfully. Even under present conditions an experiment is about to be made in this business at St. Louis, and as an evidence of the condition of the country we would point out that one manufacturer of agricultural implements brings carload lots into Richibucto and hauls them by road to St. Louis, where he stores them in the old St. Louis station for distribution.

The railway had only one station house at St. Louis, and no rolling stock of its own. It was operated by the Kent Northern railway, and we are of the opinion that if this line was again opened up a very considerable freight business would result to the benefit of the present Kent Northern, the Intercolonial and the district itself.

There is a somewhat celebrated Grotto at St. Louis to which pilgrimages are made, and large numbers of people are drawn at times. This would undoubtedly develop a considerable passenger traffic. Besides this the country is very beautiful, the opportunities for sea bathing of the best, as it is also at Richibucto and Rexton, so that with improved facilities for travel the passenger business should be materially increased.

This line could be operated in connection with the Kent Northern at very small cost and would give accommodation to a population now deprived of it.

We are further of the opinion that not much further development of this district can be made with its railway facilities as they now exist, and it is the general opinion

that if the government owned and operated the railway that a great impetus would be given to this section, and the benefit to the people of this part of the country would be very great and would bring about a condition of things that could not be reached in any other way.

E. TIFFIN,
D. A. STORY.

KENT NORTHERN RAILWAY.

This railway taps the I. C. R. at Kent Junction, and runs in an easterly direction to Richibucto, on the Strait of Northumberland.

Alignment.

There are few curves, and these are of ample radius. Several long tangents occur, and the alignment may be described as excellent.

Gradients.

The country through which the railway runs is flat, the general slope from Kent Junction to Richibucto having few brakes. There are no long grades, and the maximum rate does not exceed 1½ per cent, except in the case of a few local sags of a few hundred feet in length.

Right of Way.

This is generally of 66 ft. in width. Fully three-quarters of the line is through wooded lands; and, here the right of way is badly overgrown, the bushes in some cases over-hanging the road bed. The right of way is further littered by the presence of old ties among the bushes, and presents a much neglected appearance.

There is very little fencing on the line. The nature of the country traversed, renders fencing unnecessary over long stretches.

Rails.

These are 56 lb. Barrow steel relays, purchased from the Intercolonial. They are not very badly worn, but a number of them have had a short piece of the head fractured from the ends. About five per cent are damaged in this manner.

The joint used is a four bolt fish plate; one or two bolts being usually omitted. The rails as a whole are not more than half spiked. Some care is exercised with respect to the curves but the rail fastenings generally are reduced to the minimum, consistent with safety under slow speeds.

Ties.

These are chiefly of spruce and princess pine, with a fair amount of cedar intermingled. They are almost all of small size, for which the spacing adopted is too great. About 900 ties per mile are required to put the track in good condition.

Ballast.

A little ballast has been distributed along the roadbed at various times, but this has been largely lost, and is not much in evidence at present. It will doubtless serve as a base which will reduce the amount of work necessary in the future.

Ditching.

The roadbed is very little raised above the level of the adjacent ground surface, which renders good ditching a necessary requisite of good track. There is very little evidence of work being performed upon the ditches during recent years. Most of them are badly obstructed by the new growth and the accumulation of old materials from the track.

Culverts.

There are about thirty openings in the roadbed, about one-half of which are timber structures; the remainder consisting of timber superstructures resting upon masonry abutments. The stringers are old, but heavy and fairly sound. The remainder of the floor systems should be removed, and some of the timber culverts require further repairs.

The box culverts are of stone. Several of them have collapsed and should be rebuilt.

Bridges.

The only structure on this railway which may be so classed, is that over Weldons Creek, which is but 16 ft. in span. The girders are composed of old T rails, which are trussed. The abutments are of masonry, but are not very well adapted to the high embankment of the approaches, which are narrow and not well confined. The eastern abutment requires some repairs.

The structure is in a sharp local sag.

Buildings and Sidings.

There are booking stations at Kent Junction, Rexton, and Richibucto; flag stations at Mill Creek, Grumble Road, Molus River and McMinns Mill. At the booking stations there are buildings containing waiting rooms, ticket offices and rooms for freight. At the flag stations small platforms are provided.

There is a three stall engine house at Richibucto with a small repair shop attached. There are water tanks at Kent Junction and Grumble Road. A housed turntable is provided at Richibucto and a Y at Kent Junction. Through sidings are laid down at Richibucto, Rexton and Grumble Road, while spur tracks exist at several points.

Rolling stock.

The company possesses two locomotives in good repair, one passenger car, one combination freight and express car, two snow ploughs—substantial and in good repair.

W. A. BOWDEN.

CARAQUET & GULF SHORE RAILWAYS.

The Caraquet Railway extends from the south bank of the Nepisquit river opposite Bathurst, and about one-half mile distant from the town, easterly to Shippigan, a distance of 69 miles, with a branch five miles from the main line, near Bathurst, to Gloucester Junction, where it connects with the Intercolonial Railway, and where all freight is transferred, and operates, under lease, the Gulf Shore Railway from Pokemouche Junction to Tracadie, fourteen miles, a total distance of eighty-eight miles. The Gulf Shore Road extends to Tracadie Mills, three miles beyond this point

but this portion of the line is not at present being operated owing to the mills having been burned down some three years ago, and there not being sufficient other traffic on the extension at the present time to warrant its being kept open. Both the Caraquet and Gulf Shore Railways are located entirely in Gloucester county, N.B.

That part of the line between the Junction of the 'Y' near the Bathurst Station of this railway and the round house is owned, we are advised, by Mr. Adams, of New York, as is also the extension to the wharf on the river. The former is operated under a lease, the sum paid for it being the nominal one of $5 per annum, and the latter under a wheelage arrangement which is apparently not satisfactory to either party.

The Gulf Shore road from Pokemouche Junction to Tracadie Mills, 16·78 miles, is also owned by Mr. Sam. Adams, of New York, and is leased to the Caraquet Railway for $2,500 per annum, the Caraquet Railway to maintain. This lease expires on the 30th June, 1909.

There are a number of very fine lumber mills along the line, holding it is claimed between six hundred and seven hundred square miles of well timbered limits, while there are large quantities of timber on private lands. The present cut of these mills is estimated at from 10,000,000 to 15,000,000 feet per annum, a portion of which moves by rail via Gloucester Junction, while the other half moves to European ports via rail to Bathurst, and thence water, and via Chatham, it being lightered to that point. The proportion of the cut, however, moving via Gloucester Junction is steadily increasing, owing to the increasing market in the United States and Western Canada, and to its being gradually recognized that rail shipments constitute the most satisfactory business.

There is only one portable saw mill along the line, and that is at the water side at Tracadie, assisting a stationary mill in cutting up floated logs, although along the line of this railway between Bathurst and Caraquet there seems to be good opportunities for the operation of portable saw-mills, there being considerable good sized timber within easy hauling distance of the railway, and with an extended market such as we could give, we are satisfied that numerous portable mills would be put in operation, and the earnings of the line very much increased.

At present spruce and pine are practically the only lumber that is cut, while there are very large quantities of hemlock and hardwood estimated at 10,000,000 feet standing in the district, and the quantity of pulpwood is estimated at from 100,000,000 to 150,000,000 feet.

There are comparatively few ties cut along the line, some 30,000 being the total for last season, while very much larger quantities can be cut and find a ready market.

The cut of the Adams Burns Co. mill at Bathurst runs from 10,000,000 to 15,000,000 per annum, of which at the present time not more than 2.000,000 move by rail, and it is claimed by this firm that but for the arbitrary charge of $7.50 per car which the Caraquet Railway charges for the movement from the mill to the Junction with the I.C.R. at Gloucester Junction that a much larger quantity would move this way.

The mill owners are without exception agreed that the market for rail lumber is increasing, and are looking forward to much larger shipments in that way in the future.

There are mills at Pokemouche, Tracadie, Shippigan Bay, Bathurst, Bathurst 'Y,' Janesville, Reardons, Burnsville, Upper Caraquet, and it is understood that the frame for a new mill for Tracadie Mills has been ordered and is now being got ready, but it will be small in comparison with the one that was burned there three years ago.

Fish.

The catch of fish is increasing year by year and is apparently only limited by the number of men that can be had to man the fishing boats, so that with the inc-

crease in population it is reasonable to expect a steadily increasing catch for many years to come. The cod fish caught along this coast find their principal market in the Mediterranean, and while a few years ago this traffic moved altogether by water direct from Caraquet or via the Gaspe ports, whither it was sent in small vessels and transhipped, it is being gradually diverted to the New York route, and during 1907 no less than 80 carloads were shipped over the Caraquet railway, Intercolonial railway, and connections to that port, where it took direct steamer to Mediterranean points. The time occupied in transit from Caraquet to destination being some 24 or 25 days, while sailing vessels occupy anywhere from 30 to 50 or even 60 days in making the voyage. The principal factor, however, in turning this traffic to the New York route is not the difference in time the shipments are in transit, but the fact that the banks will make advance on shipments made by rail via New York while they will not do so on shipments made by sailing vessels, so that the rail traffic in this commodity will assuredly continue to increase and to move via New York until such time as direct and frequent communication is established between Canadian ports and the Mediterranean, when we can reasonably expect to divert it to Canadian channels.

There is also considerable traffic in fresh fish. Salmon for the English market (some 6 carloads having been shipped during the present season), smelts, and mackerel for the American market, each during their respective seasons, and all this moves by rail and there is no reason to think that the gradual increase in this business, which has taken place in the last four or five years, will not continue.

In addition to this there is a large trade in canned clams, which are put up in a factory at Pokemouche Junction. Most of those now move by water to Chatham whence they are shipped by rail.

Caraquet is the main seat of the fishery on the south side of the Bay Chaleur, and here are located representatives of all the principal fish firms.

Shippigan has a fine harbour and is also the seat of considerable fishing industry, and there is located there a dogfish factory, which turns out some 100 ton of fish fertilizer per annum, which will move by rail to New York, and some 2,500 gallons of oil, which find a market in Halifax, and also moves by rail.

Opposite Shippigan is Shippigan island, and beyond this Miscou island, and communication is kept up between them and Shippigan during the summer season by a small steamer. Both these islands are well populated, the inhabitants being engaged principally in fishing, some 200 men being employed by one firm, though farming is also carried on to a considerable extent.

There are some 40 lobster factories on these islands, the pack of these as well as the dried fish, estimated at about 25,000 quintals per annum move via Caraquet.

Stone.

At Stonehaven, some 17 miles from Bathurst, there is a stone quarry with an output of about 2,000 tons per annum, its principal market at Connellsville, Penn. Only one-third of this traffic moves at present by rail, while it seems possible to divert the other two-thirds to the same channel, the combined water and rail rates via New Haven (this being the route over which they are shipped) being not very materially below the present all rail rate. The possibilities ahead of this industry appear to be very good. It is in the hands of men who have had long experience in the business, and the lines of development which is being carried out in the quarry, would indicate careful preparations for a lasting business. Their sales at Connellsville are confined principally to stones 60 inches by 8 inches, and to make the operation fully succesfully and to enable them to increase their output they must find a market for the smaller stones, which are made from the waste of the large blocks that are quarried, and this they are doing to some extent in Montreal, Winnipeg and other points in the Northwest. This latter business shows a fairly satisfactory increase from year to year, so that the prospects of an increase in the output of the larger stone are fairly good.

Cordwood, &c.

There is some local traffic in cordwood, tanbark and hides, but there is nothing to indicate that there will be an increase in the near future. The rates charged for the movement are practically the same as those charged on the Intercolonial railway.

There is a considerable quantity of potatoes moving, as much as 100 cars per year having been shipped, but in 1907, on account of there being considerable wet weather, the crop turned out poorly, and this year there was not as large an acreage planted as usual. With improved facilities, however, this traffic should largely increase. The territory over which the crops are raised begins about 12 miles from Bathurst, and extends east about 50 or 60 miles. There is, however, little traffic in hay, grain, cattle or poultry, the quantity raised being barely sufficient for the population in the district, and there are no dairies in operation.

There are about 700 tons of Nova Scotia soft coal consumed at Caraquet annually. Hitherto this has come in altogether by water from Sydney and Pictou, the larger proportion being from Sydney, and a portion of this could possibly be secured for the rail route.

Passenger Traffic.

The returns for some years past show a steady increase in the revenue from passenger traffic, it having practically doubled within the past five years, notwithstanding the fact that the facilities for travel are very poor and the fact that the only rates in effect are the first-class rate of three cents per mile, or 4½ cents per mile for the return ticket, so that with the increase in population, the evident improvement in the condition of the people, providing of first and second class accommodation and better facilities for travel, including close connection with the I. C. R. train at Bathurst or Gloucester Junction, a very marked increase should take place.

It should also be stated that the fairly populated islands of Shippigan and Miscou are tributary to this line, and improved facilities would add largely to the passenger traffic, the population of these two islands being placed at about 2,500, and the means of accommodation being, as already stated, by mail steamer.

Mails.

The mails are carried for the Post Office Department at a rate of four cents per train mile, and the revenue from this source would be increased in sympathy with any increase in the train mileage. The Caraquet railway, however, has a contract with the Post Office Department to carry the mails between the stations and the different post offices for a lump sum of $905 per annum, while they pay out for this service some $1,115, an apparent loss of $210, but this is accounted for by the fact that while they are paid four cents a mile for the total mileage of the railway for each day, their trains do not run daily to either Shippigan or Tracadie, and on the off days they have to pay for carriage by road.

Express.

There is no express company now operating over the Caraquet railway, and there would seem to be an opening for one, which should produce more revenue for the road, and this could be operated with very little additional expense.

We feel it but right to add that in our opinon this road has reached its limit in the development of the country it professes to serve, as it has neither the equipment or the means to provide for the increasing demands; in fact we believe on the contrary that it has almost reached the point of being a hindrance, rather than a help, and that under existing conditions no further development can be looked for. The fishing possibilities are almost unlimited, and the business to be developed depends

largely and almost entirely upon the wise and careful handling of its resources. In the passenger business also there are quite good possibilities, and with a proper train service and the providing of equipment suitable for the travel, together with the adoption of fares, first, second and return, same as is in effect on the I. C. R., we feel satisfied that the passenger traffic would be largely increased, but under the conditions that at present exist, this cannot be done, and it therefore becomes a question to consider whether the interests of the country served by this line should not be fostered, encouraged and developed, and we are of the opinion that this can only be done by some stronger hands than the present owners.

FISCAL YEARS.

	1904-5.	1905-6.	1906-7.	1907-8.
Number of passengers carried	8,055	10,629	11,074	13,326
Number of tons of freight moved	28,813	22,655	25,099	24,178
Passenger earnings	$8,193 94	$10,822 04	$11,200 51	$12,894 81
Freight earnings	35,958 74	31,718 94	36,667 72	36,030 27
Miscellaneous earnings	2,041 25	2,447 00	2,447 40	2,494 49
Gross earnings	46,193 93	44,987 98	50,315 63	51,419 57
Operating expenses	52,230 32	48,650 88	51,193 43	.....
Tonnage transferred to I.C.R. at Gloucester Junction, re 1907, 13,800 tons, I.C.R. revenue	.....	.....	.....	36,845.44
Tonnage received from I.C.R. at Gloucester Junction, 1907, 7,337 tons, I.C.R. revenue	.....	.....	.....	20,727.34

E. TIFFIN.
D. A. STORY.

THE CARAQUET AND GULF SHORE RAILWAYS.

The Caraquet Railway branches from the Intercolonial at Gloucester Junction, and runs in an easterly direction, along the south shore of the Bay Chaleur to Shippegan. About four miles from Gloucester Junction a Y occurs, the stem extending about a quarter of a mile down the bank of the Nepisiguit river, to the highway crossing into the town of Bathurst. Here is located the Bathurst station. The total length of the railway is about 68 miles.

The Gulf Shore Railway branches from the Caraquet at Pokemouche Junction, 60 miles from Gloucester, and extends southwards along the shore of the Gulf of Tracadie Mills, a distance of 18 miles.

Alignment.

This is very good in the case of both railways. The total amount of curvature is small. There are, however, a few curves of more than 8° on each of the lines, and near Tracadie there is a curve of about 12°.

Gradients.

The country through which these railways run is rather flat, and the grades are very good. On the Gulf shore the maximum rate is one per cent. This is about the maximum on the Caraquet, except at a few local sags, which could be taken out of the line.

Right of Way.

There is 66 feet in width. While there is a good deal of settlement along the line, the track runs through much woodland. Here the bushes have been allowed to spring up. Along the Caraquet about fifteen miles of right of way require clearing. On the Gulf shore the condition is better, but there is a little work to be done here also.

About one-eighth of the Caraquet right of way, and one-quarter of the Gulf shore is fenced.

Rails.

The rails on the Caraquet are of Barrow steel, weighing 50 lbs. per yard. These were new where laid down, and are very little worn. Some of them have been kinked owing to poor surfacing of road bed. On the whole the rail is much more serviceable than its light weight would lead one to expect.

The rails on the Gulf shore branch are 56 lbs. Barrow relays purchased from the I.C.R. These rails are in good condition, few if any renewals being required.

Ties.

These are of cedar pine spruce and hemlock. Renewals, amounting to an average of 70 ties per mile for the Caraquet, and 1,000 per mile for the Gulf Shore are required to bring the line into good condition.

Ballast.

Stretches of track, amounting in all to about 10 miles, on the Caraquet are fairly well ballasted. About 10 other miles are partially ballasted; the remainder being practically unballasted. There has been a little ballast put into the Gulf Shore track, but the whole line requires a lift.

There is a fairly good ballast pit about a mile from Gloucester Junction, on the Caraquet Railway, and another pit on the Gulf Shore railway about four miles from Pokemouche Junction. The ballast from the latter pit is rather fine.

The road-bed on both lines is of good width, and, for the most part, well above the general level of the adjacent ground. There are, however, stretches, of about half a mile in length, on each of the lines which are flooded by extreme high tides. The track at these points is protected by stockades, but it would seem to be desirable to lift the track at these points, as it is now subject to considerable damage.

Ditching.

In general the comparatively high dump has reduced the pressure of this work, which has not received as much attention as its importance demands. Some work has been done, but more is required before good track will be obtained.

Culverts.

The prevailing type is that in which the rail rests directly upon the stringers, with the use of ties. In general heavy timbers are used, 14-in. stringers being common, while 16-in. are frequently used. The side walls are almost wholly of cedar.

There are about 70 of these open culverts on the two lines. Of these about 10 should be rebuilt; one-half of the remainder require partial renewal. There are about 16 timber box culverts, a few of which should be rebuilt. About 70 open cattle guards are in use at highway crossings, and these structures are almost all in fairly good condition.

Bridges and Trestles.

The characteristic structure is a block bridge, composed of cedar cribs, spaced about fifteen feet apart, with the intervening openings spanned by beam stringers; where specially required the cribs are stonefilled. In these structures there is an extravagant use of timber. Some highway bridges of this character have existed for fifty years with only occasional renewals of the floor system; but, the design is not adapted

to railway purposes. Under railway traffic good surface and alignment can only be obtained with very high maintenance charges.

The amount of bridge work on the Caraquet line is quite moderate, but there are some formidable structures on the Gulf Shore Railway.

An appreciation of the magnitude of this factor, can be best obtained by referring to the attached drawings.

Buildings and Sidings.

Booking stations with waiting rooms, ticket offices and freight sheds occur at Gloucester Junction, Bathurst, Grand Anse, Burnsville, Caraquet and Shippegan, on the Caraquet Railway; and at Inkerman and Tracadie on the Gulf Shore. These buildings are suitable to their purpose, and in fairly good repair. There are flag stations, provided with small platforms at other points, as shown upon the accompanying sketch.

There is a three-stall engine house at Bathurst, with small lean-to buildings for shops and stores. Heavy repairs were carried out in shops belonging to Adams, Burns & Co., which adjoin the railway yard. There is ample yard room and sidings along the line and a number of spurs to mills.

Rolling stock.

The company possesses three locomotives, two of which are in fairly good condition, one first class passenger car in good condition, one second class passenger and express car, 25 flat cars of 30,000 lbs. capacity, five box cars of 40,000 lbs. capacity, one snow plough.

Some consideration has been given to the matter of a proposed spur extension of the track to the wharf at Caraquet. This spur would be about a mile in length. It would necessitate about a quarter of a mile of side hill work in soft rock, beyond which the grading would be rather light. Land values would be low, as for the greater part the track would skirt the shore. A grade of about one and a quarter per cent could be obtained.

ELGIN & HAVELOCK RAILWAY.

The Elgin & Havelock Railway extends from Elgin, Albert county, a village some 14 miles south of the Intercolonial to Havelock, in Kings county, some 14 miles north of the Intercolonial, a total distance of 28 miles, crossing the I.C.R. at Petitcodiac, 24 miles south of Moncton, on the St. John branch.

The country from Petitcodiac to within a mile or two of Elgin is lightly wooded along the line of railway, but develops into a fine agricultural country as you approach the village. Along the banks of the Pollet river, which the road parallels for some 10 miles of its route, the land is well cultivated and settled. A good deal of this territory is, however, tributary to the I.C.R. Between Petitcodiac and Havelock the country is also an agricultural one, dairying and cattle raising being carried on to a considerable extent. At Havelock there is located the Havelock Mineral Spring, at which a bottling plant is located, which ships some 400 tons of mineral water each season.

A butter factory is located at Elgin, and two at Havelock, and a cheese factory near Havelock, the total output of which is between 70 and 100 tons per annum.

On the Elgin branch the principal industry is lumbering, some 4,500,000 to 5,000,000 feet being cut, the average haul to the line of railway is being carefully preserved, while a portion of it is being cut over very thoroughly, portable sawmills being operated at different points. It is estimated, however, that a cut of 4,000,000 or 5,000,000 feet per annum can be continued for many years to come.

On the Havelock end lumbering is not carried on to the same extent, some 2 to 2½ million feet being the total cut each season, and it is claimed that this cut can be maintained for many years. Practically the whole of this traffic moves by rail, via Petitcodiac to St. John, N.B. for export.

Considerable number of cattle were raised in this district previous to the poor crop of hay in 1905. Most of them found their market in St. John, but that year the farmers had to kill off a large proportion of their stock, and they are replacing them somewhat slowly, although considerable quantities of dressed veal and beef are being shipped this season, one dealer alone having handled over 200 carcasses of veal.

Potatoes are not raised to any great extent in this territory, some 15 or 20 carloads being shipped.

A general complaint is made that the equipment of the road is not sufficient to move the lumber originating on it, and that the lumbermen are badly handicapped at times in consequence, being unable to get their output promptly handled.

The population of Elgin is estimated to be between three and four hundred people, while the country south of the Intercolonial served by the railway is estimated to have a total population of from two thousand to two thousand five hundred. The population of Havelock is from four to five hundred, but the territory back towards Canaan is very sparsely settled, the estimated population not being more than two or three hundred.

In the territory north of Havelock and towards Canaan, considerable quantities of hemlock ties are cut, a large proportion of which it is claimed are driven down the Canaan river to the St. John river, and lightered from there to St. John by water. Much difficulty is experienced in getting these down to the St. John river and numbers of them are lost, and it would seem that if a somewhat reduced rate could be named from Havelock to St. John by rail, that a much larger proportion could be secured for rail shipment than under present conditions.

Train Service.

The train service consists of one train each way per day, leaving Havelock in the morning for Petitcodiac, and continuing on to Elgin, and returning, leaving Elgin shortly after mid-day for Petitcodiac and continuing on to Havelock.

This service gives fair accommodation to the people living at the Havelock end of the line, who are able to leave home and get to either St. John or Moncton and back the same day, but affords very little accommodation to those living on the Elgin end, who visit either place by rail and do any business, have to remain away from home two nights.

The passenger fare charged is 3 cents per mile first-class, and 4½ cents return. No second class service is provided.

There seems to be very little prospect of further development of the freight business along this line. The cut of lumber cannot be materially increased, the supply of ties is limited, and with the exception of what may be got out of the territory back of Havelock, no great increase can be anticipated, and the growth in the cattle and dairying industries as well as in the potato raising will be slow at the best, but with a better passenger service to and from Elgin, we feel assured that the passenger traffic could be materially increased.

Mails.

A closed mail is carried over the line for which the Post Office Department pays at the rate of four cents per train mile, the revenue from this source for 1906-7 being $673.92.

Express.

The express service is operated by the Dominion Express Company on a percentage basis, the revenue for 1906-7 being $63.52.

Telegraph.

There is no telegraph line in operation.

Equipment.

There are station houses at Elgin and Havelock, and the rolling stock consists of, two locomotives, one passenger car, one box car, one cattle car, six flat cars, one flanger.

It has no plough, and this interferes with the service during the winter months.

	1904-5.	1905-6.	1906-7.
Number of passengers carried	8,159	8,811	8,913
Number of tons of freight carried	8,292	11,737	No returns.
Passenger earnings	$ 2,323 07	$ 2,555 60	$ 3,030 35
Freight earnings	5,758 07	7,647 72	8,863 82
Miscellaneous earnings	1,148 73	776 31	737 44
Gross earnings	9,229 87	10,979 63	12,631 61
Operating expenses	7,879 76	10,025 47	10,713 68
Tonnage transferred to I.C.R. at Petitcodiac, 1906-7, 8,983, tons I.C.R. revenue	.....	.....	8,678 15
Tonnage received from I.C.R. at Petitcodiac, 1906-7, 3,247 tons, I.C.R. revenue	.....	.....	5,449 83

E. TIFFIN.
D. A. STORY.

ELGIN AND HAVELOCK RAILWAY.

This railway crosses the Intercolonial at Petitcodiac. One section extends in a northerly direction to Havelock, the other to Elgin on the south. Each section is of about 14 miles in length, making a total of about 28 miles.

Alignment.

There is a good deal of curvature, on this railway, which is generally fairly sharp, but at no point does the degree of curvature become excessive.

Gradients.

Petitcodiac is situated in a valley, the country on either side being hilly. This results in heavy grades on both sections, as shown by the accompanying profile. The profile of the Elgin branch is estimated. There are grades of 1½ per cent on each section of a mile or more in length.

Right of Way.

This is 66 ft. wide. It is in very good condition, except for a few short stretches. It seems to be encroached upon at a number of places by highways.

There is very little fencing along the line, not more than ⅛ of the total. Several cuts are protected by snow fencing.

Rails.

These are chiefly 56 lb. Barrow steel rails, although some 52 lb., 58 lb., and 60 lb., are also employed. The rail is not much worn, and very few of them are damaged. The joint is a four bolt fish plate, and is fully bolted. The rails are well spiked.

Ties.

The ties are of spruce, hemlock and cedar. The number employed is about 2,000 per mile, which, having regard for the rather small size of most of them, is not enough, even upon the good material forming the roadbed. The condition of those upon the Elgin branch is fairly good, but a large number of renewals are required upon the Havelock section. An average of 750 ties per mile would bring this element of the track into good condition.

Ballast.

The general condition is fairly good, the material composing the roadbed being of good quality, and sustaining such ballast as has been applied.

There is a small ballast pit near Killams Mills, and some of this should be applied to the Havelock section, also to portions of the other.

Ditching.

On the Elgin section a great deal of side hill work occurs, drainage areas being broken up into small lots. Not much ditching has been done here, the water being allowed to filter through rock filled embankments, and escape down the hill.

Some ditching has been done on the Havelock section, and as a whole the roadbed is very well drained.

There are about forty-five openings in the roadbed, exclusive of cattle-guards at road crossings, most of which are of small dimensions.

A few of these have masonry sidewalks, but the rest are wholly of wood. About ten of these require renewals; the others are in fair condition. There are four stone box culverts in good condition.

Bridges and Trestles.

The amount of work of the class which occurs on this railway can be best appreciated by an inspection of the drawing hereto attached. The structures are not large, and several of them might be obliterated by filling in.

Great economy has been exercised in the matter of repairs, and while the structures are now safe they will require extensive renewals in the near future.

Buildings and Sidings.

There are booking stations at Elgin, Petitcodiac, and Havelock; flag stations at Steeves, Killams Mills, Fawcett's Mill, Intervale, and Eastman. At Elgin and Havelock the buildings contain waiting room, ticket office, freight office, with agent's dwelling attached. At Eastman there is a shed and platform, while small platforms are provided at other points.

There is a two stall engine house at Havelock and turntables at Havelock and Elgin.

There are through sidings at Elgin, Eastman and Havelock; and several spurs occur along the line.

Rolling Stock.

The company possesses 2 locomotives, one of which requires overhauling; 1 passenger car; 1 combination freight, express and smoker; 1 cattle car; 6 flat cars—20,000 lb. cap.; 1 flanger.

The passenger equipment is not of a class which could reasonably be employed under government operation.

W. A. BOWDEN.

ST. MARTIN'S RAILWAY.

This railway taps the Intercolonial at Hampton, King's county, twenty-two miles east of St. John, and runs in a southerly direction to St. Martin's, St. John county, a distance of thirty miles.

For about twelve miles out from Hampton it follows the valley of the Hammond river, and then cuts across country to St. Martins, a town of about 1,500 inhabitants, beautifully situated on the Bay of Fundy, and having a fine crescent shaped beach, one of the few available on the north shore of the bay.

The country through which the road passes is both a lumber and agricultural country out to Upham, fourteen miles beyond which, to within a short distance of St. Martins, lumbering is practically the only industry, and throughout this district a number of mills are cutting, the total cut being estimated at five to six million feet, and the timber limits are being carefully preserved. Some of the lumber is cut four or five miles from the line and hauled in by them.

It is claimed that the cut is more limited than it would be owing to the fact that the car supply is inefficient and the lumbermen are cautious about making contracts for fear they would not be able to fill them, and for this same reason of short car supply about one-half of the cut moves by water from St. Martins to St. John, the lumbermen preferring to use the few cars of the St. Martins Railway solely for local shipments, so that they can have them under control and be sure of getting the best possible use out of them.

There is no track on to the wharf at St. Martins, and the lumber that goes into that station by rail has to be teamed about one-third of a mile and then lightered to St. John and transferred to ship there, at a cost of about $1.25 per thousand feet, in addition to paying a small wharfage charge at St. Martins, and we feel assured that practically the whole of this would move to St. John all rail if car supply was available, and if straight mileage rates, on the basis of a single haul could be put in.

During 1907, 4,927 tons of lumber moved by rail via Hampton.

An extension of the track to the wharf, a distance of about one-third of a mile, and the cost of which is estimated at about $5,000, would result in large rail shipments of lumber from another mill, and in much larger shipments of pulpwood than are at present moving, one reliable firm offering 10,000 cords per annum for 10 years if extension is made.

Large number of hemlock and cedar ties can be cut along the line, and there are almost unlimited supplies of pulpwood available.

There are large deposits of plaster along this line, and negotiations are now in progress for the opening up of some of the quarries, and their proximity to a good shipping point makes it almost certain that some development will follow extension of the rails to the wharf at St. Martins, one firm, the Rockplaster Company of New Jersey, guaranteeing 30,000 tons per annum under certain conditions.

Very little hay and very few beef cattle are raised in the district, but dairying is carried on to some extent about St. Martins.

Altogether the prospects of development in the lumber, cordwood, tie and plaster traffic are excellent, and increase in other lines will inevitably follow.

The population along the line is small, but in the vicinity of St. Martins and served by this line of railway, there is about 1,000 people in addition to the 1,500 already mentioned as located at St. Martins itself. There are several good hotels in the town and a company has been formed to open up a large abandoned Baptist Seminary, capable of accommodating 150 to 200 guests, as a summer hotel. This will undoubtedly add to the great natural attractions of the place, and should result in a considerable increase in the passenger travel during the summer season.

Train Service.

The train service consists of one train each way daily, between Hampton and St. Martins, making close connection with the Intercolonial trains to and from St. John. During the summer season a through car service is operated between St. John and St. Martins.

The passenger equipment is excellent.

The fares charged are three cents first class, and four and one-half cents return, the same as on the Intercolonial, and no second class accommodation is provided.

Mails.

A closed mail is carried for which the Post Office Department pays at the rate of only two cents per mile, which is one half the rate paid for similar service elsewhere in the province.

Express.

An express service is operated in connection with the Canadian Express Company and on a percentage basis.

Telegraph, Telephones.

There is no telephone line in operation, but the railway has a telephone line of its own from St. Martins to Hampton.

Fiscal Year.

———	1904-5.	1905-6.	1906-7.
Number of passengers carried	6,770	6,723	7,296
Number of tons of freight carried	4,716	11,374	No returns.
Passenger earnings	$ 3,153 59	$ 3,547 62	$ 3,933 71
Freight earnings	3,009 47	6,513 33	7,921 90
Miscellaneous earnings	108 05	16 25	244 51
Gross earnings	6,271 11	10,077 20	12,100 12
Operating expenses	10,030 02	8,823 07	5,757 49
Tonnage transferred to I.C.R. at Hampton, 1907, 5,169 tons, I.C.R. revenue	.....	.....	3,094 89
Tonnage received from I.C.R. at Hampton, 1907, 1,470 tons, I.C.R. revenue	.....	.....	1,876 39

Equipment.

There are station buildings at St. Martins, Upham and St. Bernards, and the rolling stock consists of one locomotive, one first class passenger car, one combination car, one box car, six flat cars.

This railway has no snow plough and during ordinary winters has to suspend operation.

E. TIFFIN.
D. A. STORY.

ST. MARTINS RAILWAY.

This railway taps the Intercolonial at Hampton, and extends in a south-easterly direction to St. Martins, on the Bay of Fundy.

Alignment.

There is a great deal of curvature on this line, but none of it is excessively sharp.

Gradients.

This railway traverses the highest summit of any of the New Brunswick branch lines which were inspected. As this summit occurs within nine miles of St. Martins, it necessarily follows that heavy grades occur at this end of the line. The accompanying profile sketch which has been built up from a few recorded elevations, will serve to illustrate the general character of the grades. While a rate of one and a half per cent is the maximum shown on this sketch, it is likely that portions of the Bayside incline exceeds one and three-third per cent.

Right of Way.

This is nominally 100 feet in width though the fenced area is frequently less than this. It appears to have been encroached upon in a number of places. At Upham, and elsewhere, buildings have been erected upon railway land by private individuals. In some cases where washouts have occurred, the company appear to have shifted their roadbed, without much reference to boundary lines.

The right of way is overgrown in a great many places, with bushes a few years old. The roadbed being largely built upon side hills, the overgrowth is not as objectionable as it would be in other sections; still a good deal of clearing up should be done.

Portions of the line, through clearings, are very well formed, and in many places one of the boundaries is formed by a stream; but much more fencing is requride. About $\frac{1}{10}$ of the line is fenced. Twenty miles more would answer all requirements.

Rails.

The track was originally laid with iron rails, which were later on taken up and replaced by new steel rails. These are 67 lb. Barrow steel, with four bolt fish plate joints. They are in excellent condition and fully spiked. The only point open to criticism being the type of joint.

Ties.

These are chiefly of spruce; the Bay side black spruce making a very good tie. Some sections of the line are in fairly good condition, and the management appears to be giving this subject considerable attention. About 11,000 ties were put into the track during 1908, 17,000 having been purchased. A good deal more requires to be done, an average of 600 per mile needing renewal.

Ballast.

The materials of the roadbed is generally a gravelly clay. Some ballasting has been done, but more is required over the whole length of the line. The railway possesses a three acre pit near Smithtown, from which a very good ballast may be obtained. Suitable material also occurs at other points along the line.

The roadbed is narrow at formation level; and some work should be done towards widening it before ballasting on a large scale is undertaken. At many points the

track rests upon a narrow berm with steep slopes above and below. At several of these places, the toe of the slope is protected from damage by river floods by stone-cribwork.

Ditching.

Not much has been done with respect to this question. In some cases the ditches have been allowed to become obstructed. A large number of the washouts along the line are traceable to this as a contributing cause.

Culverts.

There are about 40 openings in the roadbed besides those shown on the sketch attached. These are timber structures, with few exceptions; for the most part of small dimensions. A few require rebuilding, while many of them require partial renewals. Quite a number might be dispensed with altogether under a proper system of ditching. The general condition of these culverts is, however, fairly good. There are six stone culverts, and two of timber, all of which are in good order.

Bridges and Trestles.

An appreciation of the amount of this class of work occurring upon the line, can be best arrived at by an inspection of the attached drawing.

There are a large number of structures, many of which are small, and none of them of great magnitude. A great many of them are merely temporary structures, across washouts and small depressions, which have been renewed from time to time instead of being dealt with in a final manner. The more important structures only require minor repairs. A number of renewals are required particularly with respect to the floor systems. The management is engaged upon expensive repairs and renewals, which when completed will bring the structures into a safe condition.

Buildings and Sidings.

There are booking stations at Hampton, Upham and Quacco; flag stations at Smithtown, Robertsons, Saltspring, Barnesville, Titus Mill, Hanford Brook, Porter road, and Henry Lake. The station buildings are small but in good repair. The flag stations are provided with a platform and a small shelter cabin. There is a two-stall enginehouse at St. Martins; coal sheds and turning tables at Hampton and St. Martins. Through sidings are provided at Hampton, Barnesville, Upham, Hanford Brook and St. Martins; spur sidings at other stations.

Rolling Stock.

The company possesses one locomotive, one first-class passenger car, in excellent condition, one combination second class and express, one box car, six flat cars, 40,000 lbs. capacity.

W. A. BOWDEN.

MONCTON AND BUCTOUCHE RAILWAY.

The Moncton and Buctouche Railway extends from Moncton, Westmoreland County, to Buctouche, a town of some 1,000 inhabitants situated in Kent County and on Northumberland Strait, a distance of about thirty miles.

It has no passenger connection with the Intercolonial Railway at Moncton, its passenger station being about a mile distant, and passengers and baggage have to be transferred between the two points by team. It has, however, freight connection

with the Intercolonial over the I.C.R. wharf track, by which means it also reaches the business portion of Moncton, and is able to make delivery of carload lots there, a small switching charge being exacted by the I.C.R. for the service.

It parallels the Intercolonial Railway for about two miles out of Moncton and crosses it near Humphrey's Mills, the route from this point being in a northerly direction. From the crossing with the I.C.R. to Irishtown it passes through a lightly wooded country, most of the heavy timber having been cut out. From there to Cocaigne there is good timber land within a short distance of the railway, and good agricultural country near the road. Considerable quantities of potatoes are raised in this vicinity and sheep farming is carried on to some extent.

The principal traffic of the road is in lumber, cordwood, barrel wood, hemlock bark, coal, stone potatoes, fish and lambs. The lumber traffic for 1907 amounted to some 8,337 tons, most of it being forwarded to St. John via Moncton for the English market, but there is a considerable movement to the New England and New York markets via sailing vessels from Moncton, and which we think could be moved all rail and the I.C.R. obtain a revenue upon the same, also to the Sydneys by water from Buctouche, in vessels returning after bringing up cargoes of Cape Breton coal. These coals are for use largely in Moncton, and some 4,300 tons were carried over the road during last season for that point, at a rate of 40 cents per gross ton, this figure in connection with the low rate by water from Sydney making it possible to take a certain quantity in competition with rail borne coal from Springhill and other mines on the I.C.R., and water borne coal via the Petitcodiac river, the Sydney coal being preferred by many people for household use. There is also considerable traffic in cordwood for consumption in Moncton, and barrel wood for the barrel factory at that place, and also in hemlock bark for points on the I.C.R. There is a large quantity of hemlock along the line, and ties in considerable quantities can be obtained, some 12,000 to 15,000 being shipped during 1907.

At Buctouche there is a grist mill grinding about 60 cars of wheat per annum, but owing to the double freight which has to be paid on both its intake and output when shipped to points off the line of the Moncton and Buctouche, its market is seriously restricted.

There are two stone quarries on the line, one being near Notre Dame, and the other near Cocagne, the latter not being worked at present, although the stone, a sandstone of excellent quality, was quarried at one time and was used for several buildings in Moncton, notably the Y. M. C. A. building. The quarry at Notre Dame has not yet been fully developed, but some 70 carloads of foundation stone were shipped into Moncton during 1907, and this year a still larger quantity of a poorer class, from the upper layers, was shipped in for use on the double tracking of the Intercolonial Railway between Moncton and Painsec Junction. This enabled the owners to clear away some of the poorer stone from the upper layers and to prepare for a larger output of the building stone next season.

Considerable quantities of potatoes are raised along the lin ebetween Cocagne and Buctouche, and these are usually sold for export via St. John or Halifax.

Sheep shipments amounting to fifteen or twenty carloads per season are also made from this district. Most of these are shipped to Sussex, but a certain portion go to St. John. There is some dairying done in this district and more attention is being paid to this industry each year. A small cheese factory is located near St. Anthony.

There is also some traffic in quahogs and smelts for United States points during their respective seasons, some 140 carloads of the former being shipped during a season. Neither deep sea nor shore fishing is carried on from Buctouche, although the opportunities for the prosecution of both seem to be very good.

The lumber cut has, as far as can be ascertained, reached its maximum, although the operators own their limits and are not cutting timber below a certain size, so that the cut is likely to last at its present size for a number of years to come.

The coal traffic is not likely to be increased to any extent. There is only a limited market for stone at the present time, and there is no marked development in the line of potato or sheep raising, so that with the exception of the traffic in cordwood, which will doubtless increase in propotion to the increase in population in Moncton; in barrel wood, the consumption of which is steadily increasing; and in the fisheries, which certainly have not yet reached their limit, the Moncton and Buctouche Railway Company seem to have done all that could be done, with the means at its disposal, to develop the country through which the road passes.

We are, however, of the opinion that with a through mileage rate on lumber, Buctouche to St. John, it would be possible to divert to the rail route a large proportion of the cut of the J. D. Irving mill at Buctouche, some three million feet per annum, which now moves by water direct to Europe, and that the absorption of the road by the Intercolonial and the resulting reduction in the through rail rates would give great impetus to the development of the industries situated along the line, notably in the prosecution of the fisheries and in potato farming.

The local freight traffic of the Moncton and Buctouche railway, while somewhat higher than the Intercolonial on less than carload shipments, is fully as low on carloads.

Freight Traffic

The freight traffic of the road shows a steady increase for some years back, the official figures being,

1900-01	20,615 tons.
1905-06	24,225 "

The country is prosperous and there is apparently a demand for all it can produce. The population served by this road is estimated at about 15,000.

Train Service.

The train service consists of one accommodation train each way each day, a run of 32 miles, occupying two hours, but during the summer of 1908, (July and August) two trains per day were run on Mondays and Saturdays of each week, with satisfactory results to the management. The passenger fares are: first class, 3 cents per mile, first class return 4½ cents per mile, and second class, 2 cents per mile, the same as on the Intercolonial railway, with this exception, that the actual mileage is charged for irrespective whether the figures end in 0 or 5, the fare from Moncton to Buctouche being 96 cents and not $1 as it would be on the Intercolonial Railway. Second class traffic constitutes about 75 per cent of the whole, and this is not to be wondered at in view of the very poor first class accommodation provided. We are of the opinion that with better accommodation, with better connection at Moncton, and with better train service, that the passenger traffic could be very materially increased, especially during the summer season. It might also be in order to say that if this line were taken over by the government that by making a connection with the Intercolonial Railway at Humphrey's Mills, where both lines cross, it would render unnecessary the keeping up of the Buctouche line between Humphrey's and Moncton, a distance of say 2½ miles, saving the cost of the same, and also the maintenance of a trestle and what is called the Hall Creek bridge, and by this means do all business and passenger traffic through our Moncton facilities and save both the shippers and travellers the long distance to the present Buctouche terminals.

Mails.

The mail service is paid for by the Post Office Department at the regular rate of four cents per train mile, this being the rate allowed for closed mail service, and the

revenue from this source cannot be increased unless the train service is increased and the Post Office Department can be prevailed upon to give the points along the line a semi-daily mail.

Express.

The express business of the road is operated in connection with the Canadian Express Company, under private arrangements, and the revenue from this source could probably be increased under any other management.

Telegraph.

There is no telegraph line in operation on the railway.

Equipment.

There are station houses at Moncton, Buctouche and St. Anthony. The rolling stock consists of: 2 locomotives; 1 first class car; 1 combination second and baggage car; 5 box cars; 38 flat cars and 1 snow plough.

Number of passengers carried	13,018	15,667	17,837
Number of tons of freight carried	23,692	4,225	23,757
Passenger earnings	$ 5,611 24	$ 6,679 17	$ 8,151 13
Freight earnings	13,961 36	15,190 47	16,067 85
Miscellaneous earnings	668 31	495 45	441 01
Gross earnings	20,240 85	22,365 09	24,659 99
Operating expenses	23,173 92	22,327 68	19,821 40
Tonnage transferred to I.C.R. at Moncton, 1907, 3,498 tons, I.C.R. revenue	.....	.....	5,442 75
Tonnage received from I.C.R. at Moncton, 1907, 756 tons, I.C.R. revenue	.....	.....	2,831 43

BUCTOUCHE AND MONCTON RAILWAY.

This railway as its name implies, connects the village of Buctouche with Moncton. It crosses the Intercolonial Railway at a point near Humphreys, and makes connection with the Intercolonial railway track along the water front, at Moncton. As a branch of the Intercolonial railway, the operation of that portion of the line which lies between Humphreys and Moncton might be discontinued.

Alignment.

The alignment is fairly good. There are no very sharp curves, 10 per cent probably being the maximum, and occurring infrequently. The amount of curvature is well within reasonable limits.

Gradients.

There are three distinct summits to be traversed, which make the line one of rather heavy grades with a serious amount of rise and fall. Grades of 1½ per cent are of frequent occurrence and extend over considerable lengths. The maximum grade is about 1¾ per cent, with the additional burden of an 8° curve for a portion of its length.

Right of Way.

The right of way is 66 feet wide. In general its condition is fairly good. There are a number of stretches in which bushes have been allowed to grow up, but the amount of work to be done, to clear up the right of way, is not great.

About half the route passes through cleared land. This portion is fairly well fenced. About (10) ten miles of Page wire fence have recently been built. Somewhat more than half the line is unfenced.

Rails.

There are 56 lb. Barrow relays, purchased from the Intercolonial Railway. Joints are made with four bolt fishplates. Upon the whole these rails are in good condition, the amount of wear not being excessive. There are, however, quite a number in which the heads have broken off, for three or four inches, at the ends. These amount to about 5 per cent of the total. There are also a number of rails which have become kinked, owing to poor surfacing. Rails are fully spiked.

Ties.

Portions of the track are in very good condition with respect to ties, but there are considerable stretches in which as many as 50 per cent have served their time and should be replaced. An average of about 650 ties per mile is required to put the track in good condition.

Ballast.

The natural ground is chiefly clay and this forms the support for the greater part of the line. Near Buctouche there is a pit from which a low grade ballast might be obtained. This pit is capable of holding 12 cars, along an 8 foot face. There is not much evidence of the use of this ballast along the line, but in lieu of better ballast it would seem advisable to use this. No systematic ballasting appears to have been undertaken, and the track as a whole may be described as unballasted.

Ditching.

The lack of ballast has in a measure been atoned for by a fair amount of ditching. A great deal more might be done with advantage, but that which exists is fairly effective.

Culverts.

There are five cedar box culverts, all in bad order; six stone box culverts, in fairly good condition, and forty-six open wooden culverts, generally in fair condition.

There are (16) sixteen open cattle guards at highway crossings, but 12 more are required.

Farm Crossings.

About 36 of these are maintained.

Bridges and Trestles.

The magnitude of these can be best appreciated by an inspection of the drawing hereto attached.

Under government ownership the structures at Halls creek and Humphreys creek might be avoided. The Scotch settlement, McDougall and Falkner trestle are economically to be considered as temporary structures, sooner or later to be filled in, wholly or in part. There will remain five permanent bridges to provide for, of which that across the Buctouche river is so formidable a structure as to dwarf the others. New trusses were being framed for the Buctouche bridge at the date of the inspection. When this is completed the truss work on the line will be in good condition, except the short span of the Cape Breton bridge. The latter should be replaced at once by a heavier truss.

One pier each in the Cocagne River bridge and the Little Buctouche bridge should be rebuilt, and extensive renewals should be made of sills an dposts for the McDougall trestle. Beyond this the work to be done is slight, consisting of occasional caps and stringers.

Buildings and Sidings.

There are 2½ story buildings at Moncton. St. Anthonys and Buctouche are booking stations; platforms and sheds at Irishtown, Cape Breton, Scotch settlement, McDougalls, Notre Dame, and McKees Mills.

There are through sidings at Moncton, Notre Dame, St. Anthonys and Buctouche; spur sidings at Irishtown, Cape Breton, McDougalls, to the mill at Notre Dame, Cocagne, to quarry and at McKees Mills.

The railway also possess coal sheds at Buctouche and at Moncton. Also turntables and 2 stall engine houses.

Rolling Stock.

The company possess 2 locomotives, 1 passenger car, 1 second class accommodation car, 5 box cars, 38 flat cars, 1 snow plough—a flat car is fitted up as a flanger in winter.

W. A. BOWDEN.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.

The New Brunswick and Prince Edward Island railway taps the Intercolonial at Sackville, N.B., and runs easterly to Cape Tormentine on Northumberland Strait, a distance of 36 miles.

From Sackville to Midgic, eight miles, the country is a rich agricultural one with great stretches of marsh land on which large crops of hay are raised, about 2,000 tons being shipped to market by rail, principally to Halifax and Sydney, and new land is being reclaimed from year to year. Beyond that point it is a good farming country with considerable timber land within easy distance of the railway.

Considerable quantities of strawberries and other fruit are raised in the vicinity of Upper Sackville, which move largely by express to the upper provinces.

Cattle raising is carried on to a considerable extent, but very little dairying is being done in the section.

There is a grist mill at Port Elgin and fishing is carried on there to some extent.

There are several lobster factories along the shore in the vicinity and most of their pack moves via Port Elgin, some 5,000 cases being handled last season.

Smelts are also shipped in considerable quantities during the season to the American market by rail.

Herring are also caught here largely, and are smoked and packed for shipment by Grand Manan firms.

Lumber constitutes the principal traffic of the road, the quantity moved during 1907-8 being 25,758 tons against 18 560 tons in 1905-6 and 14,000 tons in 1904-5, and as the limits are being well looked after, this will probably be maintained for many years to come.

Nearly seventy-five per cent of this lumber is exported to Europe via Cape Tormentine, where the railway has its track on the government wharf, and a good deal of the remainder moves to United States points via Sackville, at which point the railway has a wharf of its own. The balance, probably one-eighth of the total, is shipped to points on the Intercolonial. Very little of it has yet found its way to either the inland points in the New England States or to the Ontario market, and this trade can certainly be developed.

A great deal of the export lumber now shipped via Cape Tormentine could undoubtedly be shipped via St. John, if through mileage rates were put in effect, with much advantage to both the carriers and the lumber dealers, the latter, owing to the late opening of navigation in the strait, being unable to make their first shipments of the season until May, the returns for which do not reach them much before September.

In this traffic, and in the increasing quantity of hay and cattle being raised, lie the principal oportunities for development.

The population served by this road, exclusive of the parish of Sackville, is between 6,000 and 7,000 people.

Train Service.

The train service consists of one train each way daily.

The passenger fares charged are three and one-third cents per mile, first-class, and two and one-half cents, second. No return tickets are sold.

Mails.

A postal car service is operated for which the Post Office Department pays at the rate of eight cents per train mile.

Express.

The express service is run in connection with the Dominion Express Company on a percentage basis.

Telegraph.

The telegraph line is owned by the Anglo-American Telegraph Company, and forms part of their system between Sackville and Prince Edward Island.

Equipment.

There are station houses at Upper Sackville, Port Elgin, Baie Verte, Cape Tormentine.

The rolling stock consists of two locomotives, one first-class passenger car, one combination second class car, four box cars, forty-one flat cars, two snow ploughs.

Winter Service.

Northumberland Strait at Tormentine is only nine miles wide and it is between this point and Cape Traverse, P.E.I., that mails passengers are carried on ice boats, when the winter steamers are unable to keep up connection between Pictou and Georgetown.

Another thing that will add to the value of the railway is the possibilities in connection with Prince Edward Island, from Cape Tormentine to Cape Traverse is the shortest water stretch between the main line and the island, and in view of the never ceasing agitation on the part of the island people for better facilities of travel, the development of the island, and the movement of its people and produce, it seems that this line will some time in the future play a most important part, and whether it be by means of a tunnel, car ferry, or steamboat service all the year round. A look at the map will show that the most important points on the island railway can be more easily served from Cape Traverse than from the present winter port, Georgetown, at all events during the winter. By that we mean that in winter the mileage which shipments must take is :—

From Georgetown,		*While from Cape Traverse it is*
To Summerside	94 6/10	28 8/10
Charlottetown	46 4/10	42 6/10
Alberton	149 5/10	83
Tignish	162	96 7/10
Murray Harbour	94 8/10	90 4/10

Of course, during the summer with the steamer running to both Summerside and Charlottetown, these two places are perhaps better served, but with the short water service and the means of making more frequent trips during the day, and the easier means of getting to and from the island, it is a quetsion whether the island as a whole would not be better served with this connection than via either Point du Chene or Pictou.

Taking Charlottetown as a case in point, the mileage from

Moncton to Pictou is	147 miles.
Pictou to Charlottetown is	50
Total	197 miles.

Moncton to Cape Tormentine via Sackville is	74 miles.
Cape Tormentine to Cape Traverse is	9
Cape Traverse to Charlottetown is	42
Total	125 miles.

Of course the distance Amherst to Halifax, inclusive to Charlottetown, during the season of navigation in summer, via Pictou, is shorter than it would be via Sackville and Cape Tormentine, and so also would the distance Moncton and west to Summerside via Point du Chene, during the summer, be shorter than via Sackville and Cape Tormentine; but taking the island as a whole, we are inclined to think it would be best served by an all year route, if practicable, via Cape Tormentine and Cape Traverse.

	1904–5.	1905–6.	1906–7.
Number of passengers carried	16,739	19,221	18,798
Number of tons of freight carried	32,692	26,100	29,259
Passenger earnings	$ 6,869 97	$ 8,344 79	$ 8,669 41
Freight earnings	16,068 91	16,752 87	20,193 34
Miscellaneous earnings	1,110 72	1,649 29	1,986 27
Gross earnings	24,049 60	26,746 95	30,859 02
Operating expenses	18,066 57	19,759 28	23,745 89
Tonnage transferred to I.C.R. at Sackville, 1906–7, 6,028 tons, I.C.R. revenue	.....	.....	10,156 83
Tonnage received from I.C.R. at Sackville, 1906–7, 2,638 tons, I.C.R. revenue	.....	.....	6,921 99

E. TIFFIN.
D. A. STORY.

NEW BRUNSWICK & PRINCE EDWARD ISLAND RAILWAY.

This railway taps the Intercolonial at Sackville Junction and runs due east to Cape Tormentine on Northumberland strait. It is about 36 miles in length. A telegraph system along the right of way is operated by the Anglo American Cable Co.

Alignment.

The alignment is very good. There is but a small amount of curvature, none of which is very sharp. The maximum is about 8°.

Gradients.

The track is carried over a low bridge between Sackville and Baie Verte, and again over a second height of land between Port Elgin and Cape Tormentine. As shown upon the attached profile, these summits are of moderate elevation, and the location gives ample development to surmount them without employing excessive grades. The maximum grade is about 1½ per cent. The total rise and fall is not great.

Right of Way.

This is generally of 66 feet in width. Through the Sackvilles the strip enclosed by fences is frequently reduced to 33 feet in width.

In general the right of way is in fairly good condition. There are several stretches in which the bushes have been allowed to grow up, but the amount of work to be done to clear up the right of way is not great.

The western portion of the line is almost wholly unfenced except through the Sackvilles. The eastern portion between Baie Verte and Cape Tormentine is generally well fenced. A large amount of new wire fencing is being built; the posts, composed of steel angles, being set in blocks of stone. The track is protected by 34 stretches of snow fencing, of lengths varying from 300 feet to 1,600 feet aggregating about two miles in length. Much of this snow fencing is old, but it is all fairly serviceable.

Rails.

The rails are 56 lbs. Barrow steel, purchased from the Intercolonial Railway. They are not badly worn, but a number of them show heads fractured at the ends—about 5 per cent being damaged in this way. Rails are fully spiked to ties.

Ties.

Almost all the ties are of hemlock. The spacing is rather wider than usual, and a good many renewals are required. About 1,000 new ties per mile are necessary to put the track in good condition.

Ballast.

No ballasting has been done upon the western half of the line. Between Upper Sackville and Midgic the line traverses a marsh, which is from 20 feet to 25 feet in depth. Through this portions of the track, amounting to about two miles in length, are floated upon a plank platform. The eastern portion of the line received a small lift of bench sand. While this sand is not much in evidence as ballast, its admixture with the natural soil of the embankment has been noticeably beneficial.

Ditching.

Some sections are fairly well ditched, but a great deal more requires to be done. The evil effects of a lack of ballast would thus be greatly mitigated.

Culverts.

There are several aboideaux through the marsh which appear to be in good condition. There are four wooden and five stone box culverts, all of which are in fairly good condition. There are 23 open culverts of wood and 14 with stringers carried by stone

abutments, almost all of which will require repairs at an early date. There are also 12 pile culverts which are generally in first-class order.

Bridges and Trestles.

There is not much bridge work on this railway, as will be seen by an inspection of the drawings hereto attached. A peculiar feature of these structures is the employment of a solid flooring, the space between the 8″ x 8″ ties being boarded over and the whole designed to shed water and remain water tight. These floors are painted. No guard rails are used.

The trusses are of light construction, but are in a state of very good preservation except as below noted, thanks to the solid flooring and the further protection of sheet iron housing on the sides.

The swing span of the Gaspereau River bridge should be rebuilt at once. The counterbraces which have been removed from the two end panels of the other trusses should be replaced; and the floor systems require extensive renewals.

Buildings and Sidings.

There are five booking stations and six flag stations. At Baie Verte, Port Elgin, and Cape Tormentine separate buildings are provided for freight and passenger accomodation. The flag stations are provided with a shed and platform. All the buildings are in a fairly good repair.

There are two stall engine houses, coal sheds, and turntables at Sackville and Cape Tormentine.

Through sidings exist at Sackville, Brooklyn, Baie Verte and Port Elgin; while there are spurs of from 7 to 10 cars capacity at Sackville, Middle Sackville, Upper Sackville, Hardys, Melrose, and Tormentine. There are also a couple of spurs to mills.

Rolling Stock.

The company possesses two locomotives, light but in good repair, one first-class passenger car, one second class passenger car, one accommodation car, four box cars, capacities, 20,000 and 40,000, forty-one flat cars, 20,000 lbs. capacity, one snow plough, one flanger.

W. A. BOWDEN.

SALISBURY AND HARVEY RAILWAY.

The Salisbury and Harvey Railway extends from Salisbury, Westmoreland County, on the line of the Intercolonial, 14 miles south of Moncton, to Albert, Albert County, a distance of 45 miles. Approaching Hillsboro and from there to Albert it is essentially an agricultural country.

There is still considerable lumber cut throughout the district and most of this moves during the summer time by rail to Hillsboro for export, the shipments for 1907 amounting to about five million feet. Some lumber moves also by rail via Salisbury but the proportion of the whole is small.

Considerable quantities of ties are to be had principally near Salisbury, and there are two small plants at Hillsboro manufacturing hardwood flooring, but both handicapped in competition with similar plants on the main line, because of the two freight rates.

There is some traffic in cordwood, about one thousand cords per annum being hauled in, over varying distances, to the Albert Mfg. Co. at Hillsboro.

There is a considerable quantity of hay raised between Hillsboro and Albert, there being some 3,000 acres under cultivation which a few years ago raised about two tons to the acre. The crop is much less at the present time probably averaging one ton per acre, and most of this is shipped by water to Bay of Fundy ports, and it is claimed that but for the high freight rates resulting from the combination of two arbitraries most of it would go by rail to Halifax or Sydney.

Some cattle are also raised, and these as a rul ego by rail to either St. John or Halifax.

There are large deposits of plaster along the line. Those at Hillsboro are being worked by the Albert Manufacturing Company, who besides shipping some hundred thousand tons of rock plaster direct from their wharf to United States points each season by water, also manufacture calcined plaster, which they ship by rail to Canadian points. This latter business is gradually increasing, and during 1907 some one thousand tons were shipped in that way.

The quantity of plaster rock shipped from Hillsboro by water runs from 80,000 to 102,000 tons during the season of navigation or an average of say 10,000 per month, so that is satisfactory rates could be named to move the traffic via St. John or Alma, it would mean an increased tonnage of probably 40,000 tons, and when in Hillsboro we discussed the matter of water shipments with the Albert Manufacturing Company and they were of the opinion that if the line were taken over by the government it seemed possible to operate the quarries during the whole year, and thus create an additional traffic that is not now obtainable.

Another deposit some eight miles out of Hillsboro is also being worked by a New York firm and some four or five thousand tons per annum are being hauled in by rail to Gray's island, Hillsboro, and thence shipped by water, and there is a second deposit of better quality lately discovered.

Steamer charters are fully as low at Hillsboro as at St. John on account of the absence of harbour dues, &c., at the former place, and it would therefore be impossible to divert any of this traffic to the rail during the summer season. Even if it could not be economically shipped via St. John, there would be a possibility, if the Albert Southern railway were in operation and proper shipping facilities provided, of moving it via Alma, that point it is claimed being open the year round, and being available for vessels carrying cargoes of 1,500 tons.

There are also two distinct deposits of oil shale, and recent tests made by Prof. Ells, of Ottawa, seem to demonstrate that they have an economic value, and if this be so, and the shale can be shipped, there are millions of tons of it in sight, and we quote the following report made by Prof. Ells to the Geological Survey Department, and covered in their report for 1906:—

'The Albert shales, are, however, highly bituminous throughout, and contain bands carrying from three to nearly twenty feet in thickness which are especially rich in petroleum. As such they are well fitted for the manufacture of oil by distillation after the manner of the oil shales of Scotland, and other countries. Experiments are now being carried on to ascertain the fitness of these shales for the manufacture of oil and by-products by distillation on a large scale. If these are successful the Albert shales will without doubt prove to be one of the most valuable mineral assets of the province.'

Also see report made by Prof. Bailey on the mineral resources of the Province of New Brunswick, 1899, in which he deals with bituminous shales, and from which we quote:—

'The only development of these shales which is of economic importance, is that already referred to as being in Kings, Albert and Westmoreland counties, holding veins of albertite. Apart, however, from this fact, these shales are capable of yielding products which, even if not immediately available, are likely in the future to become of considerable value.'

Population.

For about twenty miles out of Salisbury the population along the line is sparse, beyond that it increases rapidly. Hillsboro has a population of about 1,000, Riverside about 400, Albert about 700, Hopewell Hills about 400, and Alma 400. Beyond Alma are no settlements of any size. The population served by the Salisbury & Harvey Railway is estimated at from 6,000 to 7,000, while, including the terirtory beyond, along the Albert Southern, it would amount to 1,600 or 1,700 more.

Train Service.

During the summer season there are two trains per day, one between Hillsboro and Salibury, and one between Albert, Hillsboro and Salisbury. During the rest of the year the train service consists of one train each way each day, and the fares charged are the same as on the Intercolonial, viz.: three cents per mile first class, and two cents per mile second class.

Mail.

A postal car service is operated over the whole line for which the Post Office Department pays at the rate of 8 cents per mile, the revenue received during 1907-8 being $2,240.80.

Express.

The express service is operated by the Canadian Express Company on a percentage basis, the revenue for 1907-8 being $279.73.

Telegraph.

The telegraph line is operated in connection with the Western Union Telegraph Company.

Stations and Equipment.

There are station houses at Salisbury, Hillsboro, and Albert, and the equipment consists of: 4 locomotives; 1 first class car; 2 combination cars; 1 conductor's van; 28 flat cars; 1 snow plough; 1 flanger and 3 box cars.

The freight equipment is too small to handle either the local plaster or lumber shipments offering, with the result that considerable traffic is lost to the road.

The Salisbury & Harvey Railway appears to have done all it could with the means at its disposal to develop the country through which it passes, its freight rates being as low as it could handle traffic for.

Not much further development can well be looked for in the lumber trade, under any conditions, but there are some possibilities in the rock plaster, calcined plaster, hardwood flooring, and hay, and the shale, all of which would feel the impetus given by reduction of rates which would follow the absorption of this line by the government, and by the reduction in rates we mean the adoption of rates based on mileage as against the two rates now charged.

	1904-5.	1905-6.	1906-7.
Number of passengers carried	12,582	13,324	.....
Number of tons of freight moved (18,222 plaster)	24,046	54,828	.....
Passenger earnings	$ 8,058 26	$ 8,427 03	$ 8,454 08
Freight earnings	16,492 89	19,500 02	25,492 56
Miscellaneous earnings	2,746 47	2,799 66	2,747 79
Gross earnings	27,297 62	30,706 71	36,694 43
Operating expenses	31,133 61	29,744 82	37,754 92
Tonnage transferred to I.C.R. at Salisbury Junction, 1906-7, 29,041 tons, I.C.R. revenue	.....	.....	53,193 63
Tonnage received from I.C.R. at Salisbury Junction, 6,487 tons, I.C.R. revenue	.....	.....	11,005 49

ALBERT SOUTHERN RAILWAY.

The Albert Southern Railway extends from Albert to Alma, a distance of some 16 miles, with a branch from Alma to Harvey some three miles in length. It has not been operated for some years owing to the collapse of the bridge over the Shepody river, near Albert, having severed connection with the Salisbury and Harvey Railway.

The Albert Southern traverses a fine hay country for miles and then enters into a somewhat thickly wooded country, reaching tide water at Alma, which is an open harbour the year round.

At Alma there is a sawmill cutting some three million feet per annum, but owing to the proximity to the water most of this output would be shipped by vessel. There are, however, possibilities for considerable shipments of ties and possibly some shipments of lumber could be secured for inland points both in the United States and Ontario.

Large crops of hay are raised along the line, possibly some two or three thousand tons. Nearly the whole of this is now shipped by water to St. John and other Bay of Fundy ports. Considerable of this commodity could undoubtedly be secured for movement by rail.

Cattle are raised in small numbers, and most of those not required for local consumption are driven to Albert and shipped from there by rail to Halifax or St. John.

The country is somewhat thickly settled between Albert and Alma, but there are no settlements of any size beyond the latter point.

We drove over the line from Albert to Alma and in the vicinity of Albert it is a good agricultural country, but the traffic to be derived would be entirely in the shape of lumber and other forest products. There is large timber country tributary to the railway and we have no doubt but that in time it would yield a fair traffic, but the railway haul would be short and rates low to move it to the water. At the present this stretch of country is entirely devoid of railway communication, and if such were provided there is no doubt but what it would be of immense advantage to this section, and to the people, of whom it is estimated there are 1,600 or 1,700 living in it.

E. TIFFIN.
D. A. STORY.

SALISBURY AND HARVEY RAILWAY.

This railway branches from the Intercolonial at Salisbury Junction and runs in a south easterly direction to the town of Albert. The length as shown by the railway's time card is 42 miles; in the departmentl returns it is given as 45 miles.

An extension of the railway to Alma, 16 miles in length, called the Albert Southern Railway, was constructed and operated for a couple of years; but, abandoned upon the failure of one of its bridges. This failure also caused the abandonment of the Harvey branch, three miles in length, from Albert to Harvey bank.

Alignment.

There is a large amount of curvature on this line, although the natural conformation of the ground does not render it necessary. The portions of the line situated in the marshy region between Cape and Albert, not being free from it. The curves are generally of ample radius, and none of them are excessively sharp.

Gradients.

The country through which the line runs is rather flat, but there are grades in each direction which approximate to 1½ per cent. The sketch profile which accom-

panies this report is largely conjectural. It is intended to give a fair idea of the general character of the railway. Train loads of from 200 to 300 tons are hauled over the Hillsboro-Salisbury section; while the light engines haul about 140 tons over the Albert section.

Right of Way.

This is 66 ft. wide, and is generally fairly clear. There are stretches, aggregating nine miles in length which require some clearing.

Rails.

Between Hillsboro and Albert the rail is of iron and several miles of this remains in the track between Hillsboro and Salisbury. It is in very bad condition, and quite unfit for further service.

There are 19 miles of steel rail laid down on the Salisbury-Hillsboro section. About five miles of this being 67 lb. and 60 lb. with angle bar joints, in excellent condition; the remainder consists of 56 lb. relays purchased from the Intercolonial Railway. These relays are somewhat worn, but are in fair condition.

Ties.

These are of good size and laid closer together than is usual on the branch railways. Their general condition was fairly good, about 500 per mile being required to put the track in good condition.

Ballast.

A little ballast has been put in at different points, but the line as a whole may be described as unballasted. There is a small pit, near Riverside, from which a fair ballast may be obtained. The roadbed will require widening at several points; particularly at embankment approaches to bridges.

Ditching.

This factor has been fairly well attended to, and very little remains to be done. As a whole the roadbed is well drained.

Culverts.

There are about fifty open culverts almost all of which are of wood. A few require renewal, but their general condition is fairly good. The same remark applies to a dozen cattle guards at highway crossings; only one-half the requisite number of these being constructed.

There are twenty stone box culverts, all in good condition except one, which requires rebuilding; and 10 wooden box culverts in fair condition.

There have been a great many washouts on this railway, which have been dealt with by trestling over the opening, or blocking up the track, according to the magnitude of the drawing, but there are a dozen others of lesser size, which have not been indicated.

Bridges and Trestles.

The attached drawing shows the extent of this work, and its character. Between Hillsboro and Salisbury the principal structures are in good order. Below Hillsboro the condition is not as satisfactory and this portion of the line is operated by 35 and 45 ton locomotives, while 55 ton are used upon the other. Hard pine timber is extensively used for all the structures, but there is a tendency to lightness in the floor timbers. Eight of the structures shown in the attached drawing, are washout crossings. Most

of these washouts occurred 18 or 20 years ago. These openings should be filled in, and the present structures, which are expensive to maintain, dispensed with. Filling might advantageously be adopted for other structures, in whole or in part.

Buildings and Sidings.

At Hillsboro and at Albert there are station buildings with ticket office and waiting rooms; also freight sheds. There is an engine house with standing room for two locomotives at Hillsboro and a one stall shed at Albert. The Hillsboro house is about 30 ft. x 100 ft. in area and contains shops for minor repairs. Coal sheds are installed at Salisbury and Hillsboro. Small platforms are built at some of the flag stations. There is a turntable at Albert and one at Salisbury. There is through sidings at Salisbury, Hillsboro and Albert; spurs at flag stations and several other points. Telegraph and telephone wires are strung along the right of way; the telegraph line being owned by the railway and operated by the western Union Co.

Rolling Stock.

The company possesses 5 locomotives, 3 of which are in good order; 1 first class passenger car; 2 second class passenger cars; 29 flat cars—20,000 lbs. capacity; 4 box cars; 1 snow plough; 1 van.

W. A. BOWDEN.

Intercolonial Railway of Canada,

Office of the General Traffic Manager,

Moncton, N.B., Jan. 20, 1909.

Dear Mr. Butler,—In compliance with the instructions contained in your letter of December 24, relative to an investigation into the Cape Breton Railway, as to its possibilities, and its value as a feeder of the Intercolonial, I beg to say that on the 13th inst., I, in company with Mr. Story, general freight agent, and Mr. Burpee, engineer of maintenance, made an inspection of the line and completed same inspection on the 14th, and beg to report as follows :

The Cape Breton railway taps the Intercolonial at Point Tupper, and extends to St. Peters at the head of St. Peter's Bay on the Atlantic coast, a distance of 31 miles.

The entire line is in Richmond County and passes about midway between the settlements on the strait of Canso and those in the valley of the River Inhabitants. settlements on the Strait of Canso and those in the valley of the River Inhabitants. For some miles out of Point Tupper it almost parallels the line of the Intercolonial.

There are no settlements along the line except a small one at the crossing of the River Inhabitants so that almost its entire passenger traffic is either from Point Tupper to Grand Anse station, which is about 2½ miles from Grand Anse, from which point a ferry is operated to Isle Madame, there being some traffic, especially in the winter season with Arichat, Poulemond and other settlements on that island.

The total number of passengers carried for the year 1907 was 7,933, an increase of about 1,000 over the year 1905. Neither the population, however, of the district through which the road passes, nor of Isle Madame, is increasing, and there is nothing to warrant hope of an improvement in the passenger traffic.

The country along the line is slightly wooded, and a considerable number of pit props and ties are cut, the former finding a market at the Sydneys. There is no heavy timber, as for as could be ascertained, nor minerals, except a deposit of coal

at River Inhabitants, which it is claimed cannot be successfully worked on account of the extreme dip of the seam, and what little coal has been, so far, mined has proved to be of inferior quality.

The freight traffic for 1907 amounted to 3,394 tons as against 4,022 tons for 1905, and there is no apparent prospect of increasing this to any extent. It consists principally of pit timber and ties and a few cars of flour, the general merchandise traffic being limited to such as is handled at St. Peters, and while there is a somewhat flourishing fish industry there, no rapid increase in the traffic in that commodity can be looked for in the near future.

The total revenue of the road for 1907 was $8,144.89, as against a revenue in 1905 of $7,821.51, made up as follows :—

	1907.	1905.
Passenger	$5,093 62	$4,956 88
Express	246 24	32 36
Miscellaneous	64 51	100 11
Freight	2,696 60	2,732 16
Car mileage	38 92	*

* No revenue from this source.

The operating expenses in 1907 amounted to $15 899.53, against $15,547.50 for 1905, leaving a deficit of $7,754.44 against one of $7,725.99 in 1905. The operating expenses will increase to some extent owing to the necessity for the renewal of ties, which have been in use for some years, and as there is no immediate prospect of the receipts being increased, deficits apparently must continue. Under these conditions it is not to be expected that the owners will continue to operate it for any length of time. The closing down of this road, however, would be a serious matter to the County of Richmond, not only that portion through which the road passes but all the settlements on Isle Madame and the somewhat thickly settled portion east of St. Peters and the portion of Cape Breton County which lies between Bras d'Or lakes and the Atlantic coast. During the summer season, of course, most of this territory can be reached readily by water, and this is a strong factor in making the operation of the road unsuccessful, but in the winter time the Bras D'or lakes are frozen up and there is no regular communication along the south shore. The steamship service between Arichat and Mulgrave is uncertain and the post roads are in poor condition for driving. The fresh fish trade, which has been gradually centered to some extent at driving. The fresh fish trade, which has been gradually centred to some extent at St. it on without railway communication. Considerable quantities of fresh mackerel are brought into St. Peters, and these are shipped during the season, in ice, in carloads, to Boston and other American cities.

It was the original intention of the builders to extend this road to Louisburg and Sydney, and three routes were surveyed, one along the south shore of the Bras D'or lakes, reaching Sydney from the head of East Bay, one along the south shore up to Louisburg, and one through the centre of the section with a junction twelve miles from Sydney and twelve miles from Louisburg. The distance between St. Peters and Louisburg is estimated to be about fifty miles, and there are said to be large deposits of limestone, coal and iron in the territory. Had this road been extended to Louisburg as originally projected, it would doubtless have been the means of opening up some of these deposits, and would no doubt have drawn considerable supplies of fish from along the coast to St. Peters, besides opening up a market for the agricultural products of the country at Sydney and Louisburg.

The Cape Breton Railway as it stands to-day cannot be a profitable revenue producing road, nor a feeder to any extent to the Intercolonial, and whether an extension of the Cape Breton Railway east from St. Peters would make it of any value is a question that we could not pass upon at present.

We might further add that while the Cape Breton Railway performs a postal service to the various villages and flag stations between Point Tupper and St. Peters, yet it derives no revenue for the same, it being one of the conditions under which subsidies were granted to the railway that mail service would be performed free of expense to the Post Office Department, until the line earned 3 per cent on the amount of the subsidies paid by the government.

E. TIFFIN.
D. A. STORY.

CAPE BRETON RAILWAY.

This railway connects with the Intercolonial Railway at Point Tupper, and extends along the south shore of Cape Breton island to St. Peters, a distance of 31 miles. It was constructed in 1903, surveys have been made for an extension of the railway along the coast to Louisburg, distant about 58 miles from St Peters. This extension would involve fairly heavy work, with but a few small bridges, a ruling grade of 1 per cent being obtained.

Alignment.

There is a rather large amount of curvature in the line, but it is of ample radius, 6° being the maximum emloyed.

Gradients.

No high summits are traversed, though as indicated by the attached profile, a number of minor ones are encountered. The amount of rise and fall is considerable. The ruling grade has been kept down to about 1 per cent, short sketches of 1½ per cent occasionally introduced.

Right of Way.

The right of way is 99 feet wide except in station yards, where it is much wider. It was well cleared during construction, but not stumped. Very little growth has taken place since. It is therefore as clear as it is practicable to have it without stumping it.

Fencing.

About one-half of the line was fenced at the time of construction in 1903, with Page fence and cedar posts. A few of the posts are spruce and fir. The posts are displaced by frost to a considerable extent and the wires are badly rusted. As a result the fence will require to be renewed in the near future.

Rails.

There are 6 miles of track laid with rails weighing 72 lbs. per yard; the remainder are 60 lbs. per square yard and are in first-class condition in every respect, joints being laid up, and not battered in the least.

The splice bars are of the angle bar pattern, with 6 holes for a three tie joint, and are in first-class condition.

Ties.

About 10 miles of track are laid with cedar ties, American standard, and will last for a number of years under present traffic. The remainder of the road is tied with spruce and hardwood, which are beginning to give out pretty fast. About 6,000 were

renewed last summer. The life of the hardwood and spruce ties is about run, it is therefore reasonable to expect that these ties will soon have to be renewed, except those already done. The ties are spaced about 24 inches, centre to centre, as an average.

Road Bed.

The grading was well done, the cuts having been taken out to a width of 20 feet. The heavy embankments have settled considerably, but not enough to interfere with any traffic on the road at the present time. Some of the heavy embankments have also changed off on the sides, but not enough to endanger the traffic. Taking the roadbed and track, they are very good. The grading was well done and a good deal of attention was given to the drainage of the road bed during construction. The track is in excellent surface and line.

Culverts.

There are 85 box culverts on the line, 27 of which are built of concrete, the remainder being almost all of cedar. There are also 17 stone drains through the embankment. The whole of these structures are in good condition. All culverts are floored with concrete, the concrete work being excellent.

Bridges and Trestles.

There are but four bridges on the line, all of permanent construction, with steel girders resting upon concrete substructures, except the timber trestle approach to the River Inhabitants bridge. The concrete of piers and abutments being excellent.

Buildings.

At St. Peters the station building includes waiting rooms, offices and freight shed. There are smaller buildings, combining station and freight sheds at Whiteside, Grand Anse, and Sporting Mountain; while shelters are provided at other points.

Telephones.

The company owns a telephone line and has an instrument installed in each station, and operates its trains thereby. The telephone poles are of cedar, but need resetting.

Sidings.

There are Y's at Point Tupper and St. Peters; through sidings at all stations except Basin Road, which is provided with a short spur. At Point Tupper the sidings are laid with 72 lb. rails; elsewhere 56 lb. rails are used.

Rolling Stock.

The company possesses 2 locomotives, only one being in use at present; 2 1st class passenger cars, 2 combination cars, 20 flat cars.

T. C. BURPEE.

NOVA SCOTIA STEEL AND COAL COMPANY RAILWAY.

Ferona Junction to Sunny Brae.

This railway connects with the Intercolonial Railway at Ferrona Junction and runs to Sunny Brae, a distance of 13 miles, and was originally built by the Nova

Scotia Steel & Coal Company to carry iron ore from the ore deposits found along the line to the blast furnace owned and operated by the Nova Scotia Steel & Coal Company at Ferrona. The ore deposits, however, were found to exist only in pockets, and finally became exhausted, and some few years ago the blast furnace was dismantled and parts of it removed to Sydney mines.

At the present time there is no traffic worth speaking of except lumber, and this is somewhat limited.

For the year ending June 30, 1908, there was handled on this line a total of 8,837 tons.

Fright earnings	$2,856 34
Passengers carried, 8,729; earnings	1,863 45
Mails, &c	314 00
Or a total of	$5,033 79

Operating expenses, $11,841.—

For the year ending June 30, 1907, there was handled a total of 8,593 tons.

Freight earnings	$3,665 08
Passengers carried, 7,408; freight earnings	1,708 50
Mails, &c	339 00
Or a total of	$5,712 58

Shewing a decrease in 1908 as against 1907 of $678.79. Operating expenses, $13,383.

There is on an average possibly a cut of from three to five million feet of lumber annually depending entirely upon the state of the market, and this is all shipped over the Intercolonial Railway to Halifax and Pugwash for export, and to Sydney and other local points on the Intercolonial Railway, and we do not see any great prospects of a betterment in the future.

Of the tonnage given above the lumber shipments for 1908 amounted to about 4,396 tons, and for the year 1907 amounted to about 6,800 tons, in addition to which there were shipments of slag made for street-making purposes in New Glasgow of 3,000 tons in 1908, and 353 tons for 1907. This, however, cannot be considered as a steady traffic, so that the only traffic to be counted on consists entirely of lumber.

No agricultural products for shipment by rail can be looked for, as the produce raised in the section served by the railway find its way to market by teams.

The passenger service consists of two trains daily, and is sufficient to meet the requirements of the people, and no marked increase can be counted on.

It is claimed that when the Halifax Eastern Railway is built, and arrangements looking to that end are now under way between a party of capitalists and the Nova Scotia government, the Nova Scotia Steel and Coal Co.'s Railway will form a part of the proposed line between Halifax and Country Harbour, and in that way the line may become of some value, and it is thought that will be the ultimate disposition of the line.

It is quite true that if it were absorbed, the mileage rate on lumber, as charged on the main line, would in all probability increase the amount of lumber cut each year, but we do not think the increase in that tonnage alone would be sufficiently attractive or bring sufficient additional traffic to make it a good business proposition. As an example, we would point out that the present mileage rate on export lumber from Ferrona Junction to Halifax, for a distance of 99 miles, is 5c. per 100 pounds, and to Pugwash, mileage of 77 miles, 4½c. per 100 pounds, while the rate from Sunny Brae (the end of the line) would be under a mileage rate the same as we now earn on the same traffic from Ferrona Junction. Of course, if the line is run as

part of the Halifax Eastern, the Intercolonial Railway would probably lose all the lumber traffic now delivered to us by that line, and the falling off in our receipts on the lumber traffic would amount to, taking the average shipments for 1907 and 1908 as a basis, about 6,000 tons, or say $6,000 per annum.

E. TIFFIN,
D. A. STORY.

NOVA SCOTIA STEEL AND COAL CO.'S SUNNY BRAE RAILWAY.

This railway connects with the Mu'grave branch of the Intercolonial, at Ferrona Junction, and runs southward to Sunny Brae, a distance of 12½ miles.

Alignment.

This is fairly good. The amount of curvature is considerable, but the maximum degree of curvature is kept down to 6 degrees.

Gradients.

As shown upon the attached profile, the grade has a general upward slope from Ferrona to Sunny Brae, which is very much broken up by minor sags and small summits. There are short stretches of 1½ per cent against traffic in either direction; but there are no heavy grades exceeding half a mile in length.

Right of Way.

The right of way is 80 feet wide. It could be easily cleaned up; an average of $25 per mile probably covering the cost.

The fences are poor and will have to be renewed in the near future.

Rails.

The rails are 56 pounds per yard, 4-in. x 4-in. section, and are in very good condition. Very few renewals are needed for the present; and with the amount of traffic now carried by the road, these rails will last for many years. The splice are simply bar fish-plates, with four holes.

Ties.

About 50 per cent of the ties should be renewed within one year; which would amount to 15,000 ties. They are spaced 24 inch centres, which is close enough for this branch.

Roadbed.

The roadbed is very good, and is very well drained, which makes maintenance of track economical. It is ballasted with coal duff, consequently the weeds have no chance to grow.

There is a good chance to obtain ballast along this line.

Culverts.

There are 47 stone box culverts, 8 open culverts with stone abutments, 3 open wooden culverts and 8 clay pipe culverts of from 12-inch to 18-inch diameter. A few of the stone boxes require some repairs and the open stone culverts require new stringers and ties; all the rest are in good condition. The 6 pit cattle guards at the highway crossings should all be rebuilt.

Bridges.

There are only two bridges on the line. These consist of metal superstructures, carried by good masonry which is found upon rock. The floor timbers are of hemlock.

Buildings and Sidings.

There is a combined station and freight shed at Sunny Brae, a combined station and dwelling at Bridgeville, and a small office building at Ferrona. There are small shelters and platforms at Island, Springville and Glencoe; and an engine house with spare for two locomotives at Ferrona.

At Sunny Brae there is a siding 700 feet long, while short spurs occur at Springville, Bridgeville and Glencoe. The line quarry siding is about half a mile long.

The company has a fifty tons track scale at Ferrona.

Rolling Stock.

The company possesses 1 locomotive, 1 combination car, 1 box car.

T. C. BURPEE.

CUMBERLAND RAILWAY AND COAL COMPANY.

The Cumberland Railway and Coal Company's line extends from Springhill Junction, where it connects with the Intercolonial Railway to Parrsboro, a distance of 32 miles, and the following figures and tonnage were furnished by the Cumberland Railway and Coal Company, as being the business done, exclusive of coal traffic, by that railway during the years 1906 and 1907, ending June 30 in each year.

	Earnings.
1906.	$ cts
Freight tonnage (exclusive of coal) 36,703 tons	22,722 20
Passengers carried, 33,907	14,991 12
Mails	1,116 64
Express	2,369 06
Baggage	796 73
Total	41,995 75
Operating expenses	74,236 08
Showing a deficit	32,240 33
1907.	
Freight tonnage (exclusive of coal) 31,381 tons	20,779 00
Passengers carried, 32,584	14,335 56
Mails	1,114 28
Express	2,172 60
Baggage	777 66
Total	39,179 10
Operating expenses	67,902 01
Showing a deficit	28,722 91

According to the figures furnished by the company, the coal carried by it during the years 1906 and 1907 amounted as under:—

1906.	Tons.	1907.	Tons.
Coal to Parrsboro	208,282	Coal to Parrsboro	138,791
Coal to Springhill Junction	167,708	Coal to Springhill Junction	131,709
Total	375,990	Total	270,500

The decrease in 1907, as against 1906, is explained from the fact of there being a strike in the mines in 1907, and which lasted three months.

Now, in addition to the coal given above and for which the Cumberland Railway is not credited with any earnings, there is a further tonnage of freight carried by the railway for its own use, and also for the use of the mines, and for which no earnings are allowed, and which in 1906 amounted to 68,955 tons, and in 1907 to 58,090 tons, and this tonnage consisted of stone from the mines, and refuse coal for ballasting, &c., railway ties and pit timber, the latter being for use of the mines, and I am also informed that the Cumberland Railway and Coal Company operate timber limits and sell and ship lumber, and that up to this year no earnings have been allowed to the railway for this traffic, but they are now billing it at regular rates.

We were further advised that while in the statements furnished us no earnings were given to the railway for the coal hauled, yet in their head office at Montreal there was allowed to the railway 20c. per ton on all coal hauled, so that if this be so, it would show a surplus in the operating of the road instead of a deficit. We think it would be found, however, that if the Intercolonial Railway operated the road that the Coal Company would not be willing to pay any such rate for hauling the coal, and further it might be that on the coal supplied to the Intercolonial Railway that we would have to pay the same price at the mines that we now pay delivered at the junction, and we would have to haul the coal the additional mileage from the mines to the junction.

From the manner in which these accounts are kept, it is a hard matter to get at the present earnings of the road. It is essentially a coal proposition, and the future possibilities depend upon amount of coal that can be mined and disposed of, and we would not undertake to say what value it would be to the main line as a feeder.

Could it be possible to divert the quantity of coal now being shipped via Parrsboro' for the Canadian Pacific Railway, St. John, to the rail route via Springhill Junction, the tonnage that might be so controlled would amount to large figures, as in 1906 the quantity of coal shipped to St. John for Canadian Pacific Railway by water was 62,504 tons, and in 1907 69,348 tons.

The value of this line to the Intercolonial Railway would depend upon what arrangements could be made with the Coal Company for the haulage of the coal to Springhill Junction and to Parrsboro'. It will be seen from the figures given above that practically all the business done is in connection with the mines, and it would be a matter of concern to the Coal Company as to what would be charged them, not only on the coal, but also on the refuse from the mines and the pit timber and other commodities used so largely by them.

When at Springhill we interviewed the secretary and president of the board of trade as to their complaints against the road, and found that the principal grievance was the fact of two freight rates being charged as against one mileage rate, if controlled by the Intercolonial Railway, they claiming that as long as that lasted, no industries could be induced to locate in Springhill, and in fact the only manufacturing industry they have, a wood-working factory, is closing up on account of their inability to compete in the outside markets with industries on the Intercolonial Railway, who have only the one mileage rate to pay.

It is interesting to note that previous to 1875 the branch line from Springhill Junction to Springhill was built and operated by the government, and that on or about that time an agreement was entered into between the Intercolonial Railway and the Springhill Mining Company, in which it was stated that the Springhill Mining Company was to execute a deed taking over the branch from the junction with the Intercolonial Railway to the mine, and work it at their own cost and risk, and then follow the various conditions. It does not appear in this agreement that the mining company paid anything to the Intercolonial Railway for the branch, but that evidently the branch was turned over to the mining company without any considera-

tion being paid therefor, and we attach hereto a copy of the memorandum of agreement between the Intercolonial Railway and the Springhill Mining Company, and which you will notice bears no date.

(Copy.)

Memorandum *of Agreement between the Intercolonial Railway and the Springhill Mining Company.*

The Springhill company to execute a deed taking over the branch from the junction with the Intercolonial Railway to the mine, and work it at their own cost and risk upon the following conditions, viz.:—

First.—That the railway deliver the empty cars required for the traffic at the junction with the branch to the mine.

Second.—The Springhill company to deliver them back loaded at the junction with the railway.

Third.—The railway to give to the Springhill company the use of the engine-house and turntable at the junction.

Fourth.—The Springhill Company to be responsible to the railway for any damage or injury to the cars while working upon the branch.

Fifth.—In the event of the gauge being changed within five years, the cost of changing the engines to be borne by the railway.

Sixth.—The Springhill Company to bear the cost of changing the gauge of the branch.

Seventh.—The railway to give the Springhill Company two hundred tons of new iron rails and fittings this fall, two hundred tons in the fall of 1875, and the balance necessary to relay the line in the fall of the year 1876. Also to allow the Springhill Company to retain fifty (50) tons of the old rails to lay additional sidings at the mine, but with this exception of fifty tons, the balance of the old rails and fastenings taken up from the branch to be returned to the railway and delivered at the junction of the branch with the main line.

Eighth.—The railway to give to the Springhill Company the use of an engine free of charge up to July 1, 1875, the Springhill Company being responsible for it whilst in their possession, and paying all the expense of working it. Should the engine house become disabled whilst in the possession of the Springhill Company, the railway to send them one to take its place whilst it is being repaired at the expense of the Springhill Company. The Springhill Company to pay rent at the rate of seven dollars and fifty cents per day for such engine loaned to them.

Ninth.—The railway to charge the Springhill Company sixty cents per net ton for transporting the coal from the junction to the shipping point at Dorchester wharf, the charge to be seventy cents per net ton from the pit's mouth to Dorchester wharf, until such time as the Springhill Company commence to work the branch.

Tenth.—The rates from the Junction to St. John or Moosepath to be two dollars per ton of two thousand pounds.

Eleventh.—Arrangements to be made by the railway to collect whatever freights are chargeable by the Springhill Company on local traffic for carrying coal over the branch. This account to be arranged from time to time.

Twelfth.—No charge to be made by the Springhill Company for the carriage of coal required by the railway over the branch, the railway of course supply the cars.

On behalf of the Intercolonial Railway,

(Sgd.) C. J. BRYDGES,

Gen. Supt. Govt. Railways.

On behalf of the Springhill Mining Co.,

(Sgd.) S. S. HILL.

Witness,

(Sgd.) L. Munroe.

(Sgd.) W. Gilchrist.

In conclusion we might say that without knowing what value is placed upon the railway by the owners, and what concessions they would require in regard to rates to be charged on their coal and other commodities, it is impossible to express any opinion as to its value as a railway line, or as a feeder to the Intercolonial railway.

E. TIFFIN,
D. A. STORY.

CUMBERLAND RAILWAY AND COAL COMPANY.

This railway branches from the Intercolonial at Springhill Junction; running thence to Springhill Mines and on to Parrsboro. Its length between termini being 31 miles.

Alignment.

This is fairly good, the maximum curve between the mines and the junction being about 6°. A diversion, one and a quarter miles long, is under construction between Springhill Junction and Springhill, which will improve the alignment and gradient locally. This work is being done gradually with refuse from the mine.

Gradients.

The attached profiles show the abrupt rise from Springhill Junction to the mines, and descent upon the southern side. Grades of 2 per cent are frequent and there is one stretch of over half a mile in length of 2:5 per cent.

Right of Way.

The right of way is eighty feet wide; and in clean condition.
The fencing has been properly attended to and is in fairly good condition.

Rail..

The rails are 67 lbs. and 80 lbs. per yard. There are 1½ miles of 80 lb. rails between Springhill Junction and Springhill and 22 miles between Springhill and Parrsboro. The remainder is laid with 67 lb. rails. All are in good order.

The splice bars for the 67 lbs. rails are ordinary 4 hole angle bars. Those for the 80 lb. rail are 6 hole angle bars. Joints are in good condition.

Ballast.

The roadbed is in excellent condition, being ballasted with coal duff from the mine, in consequence of which there are no weeds.

Ties.

The road is well tied, being equal to the Intercolonial Railway in that respect, except that the spacing used is 2 feet, centre to centre. This is about 6 inches more than the Intercolonial Railway uses as a standard spacing.

Culverts.

There are 26 cast-iron pipe culverts of diameters ranging from 12 inches to 24 inches. Five box culverts are of stone and 16 of wood. Of the remaining 39 open culverts, including cattle-guards, nine are built with stone abutments, the others entirely of wood. The whole are in good condition.

Bridges.

All openings 20 feet or more are shown on the attached sheet, from which it will be seen that the total amount of bridgework is small. Abutments are all of stone or concrete. The structures are in good condition, except that over Leak's Brook.

Buildings.

At Springhill Junction there is a tool-house 220 feet by 16 feet. At Springhill: car repair shop, 175 feet by 30 feet; pattern shop. 80 feet by 21 feet; station, 75 feet by 24 feet; freight shed, 130 feet by 24 feet; two tool-houses, 22 feet by 16 feet; blacksmith shop, 160 feet by 24 feet, and an engine shed and machine shop, 175 feet by 30 feet.

At Southampton: a station, 16 feet by 24 feet; freight shed, 12 feet by 12 feet, and a tool-house, 22 feet by 16 feet.

At Parrsboro: a two-track locomotive shed, 30 feet by 65 feet; station, 24 feet by 60 feet, and an elaborate coaling plant on the wharf.

Sidings.

Y at Springhill Junction with clear stem of 300 feet; Titus siding, 700 feet; No. 4 camp siding, 1,800 feet; No. 5 slope siding, 2,600 feet; Springhill Manufacturing Company's siding, 1,000 feet; spur siding, 1,000 feet; Springhill yard contains about 52,800 feet; Maccan road crossing, 850 feet; Southampton siding, 1,200 feet; Westbrook siding, 1,700 feet; Newville Lumber Company, 1,800 feet; Half-way river, 1,200 feet; Parrsboro yard, 15,840 feet; with sidings of from 250 to 700 feet length at Southbrook, Lawrence, Sand Pit, Brown's Crossing, Jeffreys, Jaffers, Electric and Etter Road Crossing.

Track Scales.

At Springhill.—Fairbanks, 70 tons. At Parrsboro—Gurney's, 70 tons.

Rolling Stock.

The company possesses 6 locomotives, 2 first-class passenger cars, 3 passenger and baggage cars, 1 baggage, smoker and postal car, 1 freight box car, 1 express box car, 1 conductor's van, 1 auxiliary car, 10 side dump cars, 34 flat cars, 210 eight-ton hoppers, 175 fifteen-ton hoppers, 2 snow ploughs, 1 flanger.

T. C. BURPEE.

VALE COAL COMPANY RAILROAD.

The length of the line from the connecting switch in New Glasgow yard to the Vale colliery, near Thorburn, is six miles, and from the main line of the branch there are two sidings, one running into the Standard Drain Pipe Company's premises and the other to the Marsh mines. The whole of the track to the Standard Drain Pipe Company is owned and was put in by the Vale Coal Company, while the branch to the Marsh mines was constructed by the Nova Scotia Steel and Coal Company, but is operated by the Vale Company.

The industries located on the line are: The Standard Drain Pipe Company, which have an output of three cars per day. The factory employes 75 men, and they have unlimited supply of clay for the manufacture of their pipe. The quality of the clay is said to be of a superior quality.

There is a brickyard also located on the line, but it is not what might be called a shipping yard, and only does a local business, although there is nothing to prevent the trade being extended. There are also two other small concerns located on the switch leading to the Standard Drain Pipe Company's premises, one of which makes farmer's drain tiles, but entirely for local use. There is also a brickyard, but this is used entirely for local sales, and no shipments are made.

From the brickyard first mentioned what little traffic is forwarded by rail, a charge of $2 per car is made by the Vale Coal Company, while on shipments from the Standard Drain Pipe Company a charge of only $1 per car is made. This charge was agreed to by the Vale Coal Company in order to get the Standard Drain Pipe Company to locate on their line, and to ensure the supply of coal used by the Standard Drain Pipe Company.

The branch to the Marsh mines is one-quarter of a mile in length, and was built by and is owned by the Nova Scotia Steel and Coal Company, and is kept in repair by them.

The charge made by the Vale Coal Company for switching the Marsh mines coal to New Glasgow is 8 cents per ton, and I understand that this arrangement is covered by a contract which has a number of years yet to run, but which is treated of a little more fully in another part of this report.

There are also more or less shipments of carload traffic, merchandise such as flour, feed, &c., from New Glasgow to Thorburn, and the charge made for this is $6.50 for switching 6 miles. Where this traffic is loaded locally at New Glasgow and switched from our New Glasgow yard to the transfer track of the Vale Coal Company, the Intercolonial railway makes a charge of $2.50 per car, and the Vale Coal Company charge $4 per car for switching from the transfer track to Thorburn.

This railroad was built for the purpose of reaching the Vale colliery, and no other business was done upon it until the Marsh mines were opened, and the Standard Drain Pipe Company put up their plant on the line.

No account has been kept by the Acadia Coal Company, whereby the Vale Railway Company were allowed anything for the transportation of the coal from the Vale colliery to its connection with our track.

The number of tons hauled from the Vale colliery for 1906 was 54,533 tons, and for 1907 was 85,927 tons.

The amount of coal hauled from the Marsh mines of the Nova Scotia Steel and Coal Company for 1906 was 30,389 tons; for 1907, 30,164 tons, for which they earned a revenue of 8 cents per ton; total, $4,844.24.

In addition to the coal handled, there was also handled for the year:—

	1906.	1907.
	Cars.	Cars.
Standard Drain Pipe Co.	509	497
Lumber	49	77
Merchandise	9	22
Brick	..	24

There is quite a strong feeling in the village of Thorburn, which has a population of from 800 to 1,000 people, against this line being operated as it is at the present time, and the feeling is pretty general that it should be operated by the government, they claiming that so long as it is operated by the Vale Company there can be no further industries in the way of collieries started, as the Vale Company will not put in sidings or furnish any accommodations to increase the output of coal in competition with their own mines, and it is stated that there is quite a coal-bearing area just beyond the Vale area, and it cannot be open on account of the refusal of the Vale Company to give it the necessary accommodation. One of these areas consists of 13 square miles, and the quantity of coal contained in it is estimated to be very large, and it is contended that if this branch line was taken over by the government and

operated by it, that what is known as the Barton coal areas would be worked to their full extent. In a conversation which we had with Mr. Rood, of Rood & McGregor Company, who in company with Mr. Grant, Dr. McKay and others, control the Barton areas, he advises me that the coal in the Barton areas consists of a seam 8 feet thick, and is reckoned to be as good coal as is produced either in Marsh or the Vale collieries, and that the quantity of coal in the Barton area is conservatively estimated at two million tons. Aside from the 13 square miles of the Rood, Grant Company, there are also large areas held by the Victor G. Gray estate, and outside of this are the areas held by the Acadia Coal Company, as well as by the Nova Scotia Steel & Coal Company, and we were advised by Mr. Rood that they intended operating the areas called the Barton areas, and had got together some machinery for the purpose, and in fact had put in a small engine and had hoisted from 800 to 1,000 tons of coal, and when they went to the Vale Coal Company for an arrangement or contract for the transportation of their coal, the Vale Coal Company declined to handle it, consequently the coal which they had brought to the surface was allowed to remain there until it could be taken away by teams, and it was taken by the farmers in the vicinity, and in view of the refusal of the Vale Coal Company to carry their coal, they were obliged to discontinue operations, as they could not afford to build a railway of their own. Mr. Rood advises us that the coal areas controlled by him and his associates are now under option of some Toronto capitalists. It would appear that if this line was owned by the government it would lead to the opening up of a large coal area that is now tied up, and it would possibly mean an increase of business to the Intercolonial railway and would lead indirectly to other business which would result from an increase in population following the opening of new mines.

Aside from this, there is a fair country well settled, which is tributary to Thorburn, which is at the end of the line, and also timber which is now within five or six miles form Thorburn, and which could be much easier moved from Thorburn than from Sunny Brae where it is now taken.

There is no passenger service given by the Vale Coal Company between New Glasgow and Thorburn, as the Cale Coal Company does not cater to the movement of passengers on this line, and provides no facilities for such traffic, but if the passenger service was furnished, there is no doubt that the amount of travel between Thorburn and New Glasgow and such as would come from the surrounding country to take the train, and who now have to drive to New Glasgow, would at least pay for a limited passenger service.

In regard to the contract between the Nova Scotia Steel and Coal Company and the Vale Coal Company regarding the use of the Marsh mines, we are advised that it is for a term of 12 years, and has about four and one-half years yet to run, and the Nova Scotia Steel and Coal Company confirm the statement that under this contract they are not permitted to mine coal for any other use than that for their own plant at Trenton, and that they could not sell any of it for other uses. The Nova Scotia Steel and Coal Company claim that all of the coal they mine at the Marsh mines can be used in their works at Trenton, and that this being so, the terms under which they are working with the Vale Company is satisfactory to them.

There is another phase in connection with this matter which should not be overlooked, and that is, that in the event of a government taking over this branch line, even if the Vale people were willing to dispose of it, we are of the opinion that the rate to be charged to the Vale Company mine on coal shipped from it could not exceed the rate charged from New Glasgow and other coal shipping points in the immediate neighbourhood, and this would mean that we would have to perform the work of handling the coal from the mine to New Glasgow where it is now delivered to us without obtaining any additional revenue to what we now earn, and further that on the Intercolonial Railway coal supply now received from the Vale mine, we would

no doubt have to pay the same price at the mine that we now pay at New Glasgow and have the additional six miles, the length of the Vale Coal Railroad to haul.

E. TIFFIN,
D. A. STORY.

ACADIA COAL COMPANY'S VALE RAILWAY.

This railway connects the company's coal mine at Thorburn with the Intercolonial, the junction point being New Glasgow.

Alignment.

This is fairly good. The maximum curve is one of 7 degrees.

Gradients.

The rise, of about 230 feet, from New Glasgow to Thorburn, is effected by a broken grade, as shown upon attached profile. Against traffic in this direction there are several stretches of 1¾ per cent grade one of which exceeds a mile in length. The main traffic is in the other direction, and against this the grades are so short as to permit operation as a down grade.

Right of Way.

The right of way is 100 feet wide. It is somewhat overgrown with small birches and other bushes, but can be quite easily cleared. It should not cost more than $35 per mile to clear it up.

About one-half of the line is not fenced. The remainder of the line is fenced with four bars of barbed wire fastened to spruce posts, which fence is of very little value.

Rails.

The rails are 56 pounds per yard, 4-inch by 4-inch section, and are in very fair condition. Although old rails, which were supplied by the Intercolonial Railway, they were of such quality that they do not show very much wear. Fully 80 per cent of them are good relayers at the present time.

The splice bars are of fish-plate type, four holes, and are unfit to maintain good joints.

Ties.

About one half of the road is well tied ,the spacing having been closed up to a maximum of 24 inches, centre to centre. The ties upon the other half have not been properly spaced yet. It would take an average of 1,200 ties per mile to put the track in good condition. The ties are of spruce and hemlock.

Roadbed.

The road is in very good condition and the track can be very cheaply maintained, it being 'well up' and well drained. The cuts are light. The track is very well ballasted with gravel and waste coal from the mines.

Culverts.

There are 10 cast-iron pipes of from 18 inches to 24 inches in diameter and two clay pipe of 15 inches and 30 inches respectively. These are in good condition

except in the case of the end walls of one culvert. There are four stone box culverts, two of which require repairs. Of the six wooden box culverts four require renewal, which is also needed in the case of four pit cattle guards.

A sub-crossing, consisting of two trestle bents, needs renewal.

Bridges and Trestles.

There are no bridges on the line. There is a small temporary trestle and an overhead public road crossing, as shown upon attached drawing.

T. C. BURPEE.

THE NORTH SHORE RAILWAY.

This railway, originally known as the Beersville railway, and operated by the Beersville Railway and Coal Company, taps the Intercolonial at Adamsville, thirty miles north of Moncton, and runs easterly through Kent county, N.B., about six and one-half miles to the Beersville coal mine on the banks of the Coal Branch river, a tributary of the Richibucto. There is also a branch from near Beersville to the Canadian Coal Company's mine, about two and a quarter miles towards the south, making a total mileage of about eight and three-quarter miles.

The country through which it passes is a sparsely settled farming country with very little timber of any size near the line except about three miles out from Adamsville, where the is some hemlock and hardwood, both of which are being cut to a limited extent for shipment to points on the main line. A considerable extent of country can be seen from the hills at Beersville, and it all appears to be similar to that along the line of railway.

The Imperial Coal Company's mine is at Beersville, the Northern Coal Company's No. 1 slope a short distance away. Both of these are estimated to have a capacity of thirty tons per day, and at the end of the branch line already spoken of, are the Canadian Coal Company's mine, now abandoned ,and the Northern Coal Company's No. 2 slope, which is just being opened up, but there are only a few houses at either place, and these near the Canadian Coal Company's mine appear to be for the most part unoccupied.

During 1907 some 52 carload of ties, 15 of cordwood and 14 of hemlock bark, were moved from different points on the road to the junction with the Intercolonial, but the object for which the road was built was to provide for the transportation of the coal mined to the main line, and this commodity constitutes its principal traffic and the principal means for its existence, there being very little local traffic, either passenger or freight on the line.

Most of the coal mined at the different mines is sold to the Intercolonial railway, a few carloads to the contractors of the Transcontinental and International railways, and a few to private individuals, but the companies do not appear to have made any determined effort to secure private orders, and they are now apparently almost entirely dependent upon orders from the Intercolonial.

The rate of freight charged on the coal from the mines to the Junction is forty cents per gross ton, and this was the rate credited to the railway for the service during the time it was operated as part of the Coal Company.

Equipment.

There is a station house at Beersville, and the equipment consists of 1 locomotive, 1 first class car, 1 box car, 1 flat car.

The existence of this line depends entirely upon the success of the operation of the coal mines, and should they at any time close down, there would be no need for a train service of any kind, and this being so, we do not feel that we can predict any quantity

of traffic for the future, as it appears to us that everything depends upon the probable extent of the coal areas, and whether they can be mined to any great extent profitably, this question would, therefore, be one for mining experts to determine, as the failure of the mines or their being found to be unprofitable, would, if this branch line were taken over by the government, leave them with a railway upon their hands, which in our opinion would be an unproductive one.

Train Service.

The train service consists of two trains each way daily between Beersville and Adamsville, the fare charged being twenty-five cents each way.

Fiscal Year.

	1904-5.	1905-6.	1906-7.
Number of passengers carried	850	1,156	591
Number of tons of freight carried	3,727	5,257	5,673
Passenger earnings	$ 170 00	$ 160 00	$ 147 87
Freight earnings	914 50	1,490 60	2,269 00
Miscellaneous earnings			
Gross earnings	1,084 50	1,650 60	2,416 87
Operating expenses	2,660 00	4,509 14	4,395 38
Tonnage transferred to I.C.R. at Adamsville			
Tonnage received from I.C.R. at Adamsville			

E. TIFFIN,
D. A. STORY.

THE YORK AND CARLETON RAILWAY.

The York and Carleton Railway taps the Intercolonial at Cross Creek, a point 26 miles east of Fredericton on the Fredericton branch, and extends northerly through York county, N.B., up the east bank of the Nashwaak to Ryan's Brook, about ten miles distant, the principal point on the road being Stanley, five and one-half miles from Cross Creek.

It passes through a country once heavily timbered with spruce, hemlock, birch and maple, but the spruce has been pretty well cut out and floated down the river. Where the country has not been fully cleared and farms located, the hardwood and hemlock have been left standing and now produce the principal traffic of the road, the former in the shape of cordwood for home consumption at Fredericton, and maple logs for manufacture into handles of various kinds at St. Mary's, and the latter in boards, ties and timber for various points, and in bark for the extract mill at Millerton, the total traffic for 1907-8 amounting to 7,284 tons.

There is, however, now about to be erected at the confluence of Ryan's Brook and the Nashwaak a lumber mill to cut not only this hemlock and hardwood, but spruce—a considerable quantity of the three to five million feet of logs annually floated down Ryan's Brook being, it is claimed, available for this mill.

There is some good farming land alongside the line, while in the back districts tributary to it good crops of hay are raised, some 3,500 or 4,000 tons being available during ordinary seasons for shipment, and a small dairy is in operation.

Some good cattle are raised, and the possibilities for this industry seem to be excellent.

Freight Revenue.

The freight revenue for 1906-7 was $1,707.31, while for 1907-8 it was $3,350.19, for a tonnage of 10,228.

Train Service.

The train service consists of two mixed trains each way each day, and while fairly good connections are made with the Intercolonial at Cross Creek, the accommodation provided, a combination first-class and baggage car, is comparatively poor, and not such as to encourage travel, while the fare, Stanley to Cross Creek, a distance of five and one-half miles, is 25 cents, and 40 cents return.

Passenger Revenue.

The passenger revenue for 1906-7 amounted to $816.79, while for 1907-8 it was $1,119.60, for 4,700 passengers.

Mails.

While a closed mail is carried over the line, no revenue accrues from it, a condition of the charter, it is said, provides for free carriage.

Express.

The Canadian Express Company operates over the line, but the revenue from this source was only $30 in 1906-7.

Equipment.

There are station houses at Stanley and Ryan's Brook, and the line has the following equipment: Two locomotives, 1 combined passenger, freight and express car, 1 box car, 6 flat cars, 1 snow plough, none of which are fit for service on the main line.

Revenue.

Total revenue for 1906-7 was	$2,854 10
Working expenses	3,780 75
Showing a deficit of	1,196 15
The total revenue for 1907-8 was	$4,642 79
Working expenses were	
Showing a	

The extension of this road to Ryan's Brook, which is only now about finished, will undoubtedly lead to some development in the lumber traffic and we are of the opinion that still further development would follow the taking over of this railway by the Intercolonial, not only in this commodity but in other forest products, especially cordwood, ties and bark.

With a country heavily timbered with hardwood it is hard to prophesy concerning the future ahead. Hardwood is becoming scarcer and higher in price every year in Ontario, and the timber here, being of splendid size and quality, must, we believe, be more and more in demand as the years go by. In addition to this there are possibilities for its manufacture into flooring, handles, chair stock, &c., on the spot and it should be considered a valuable asset from a traffic point of view.

We are also of the opinion that a better train service with better equipment and over a better roadbed would materially increase the passenger earnings of the road, and under government ownership there should be a small revenue available from the mail service.

Much of this anticipated increase in traffic would be the direct result of the reduction of the through rates, which would follow the amalgamation of the roads, and while

the amount of revenue produced from the same tonnage for the same length of haul would be less, we are of the opinion that the increased traffic that would be developed would more than make up the deficiency.

The greatest asset of this whole section is its hardwood forests, and it follows that anything that will tend to enlarge the market for this commodity in any form would be of very great benefit to it.

Fiscal Year.

	1904–5.	1905–6.	1906–7.
Number of passengers carried	4,400	4,650	4,101
Number of tons of freight carried	2,569	.....	.....
Passenger earnings	$ 1,008 34	$ 1,095 00	$ 816 79
Freight earnings	1,879 57	1,785 00	1,707 31
Miscellaneous earnings	75 00	35 00	60 00
Gross earnings	2,962 91	2,915 00	2,584 10
Operating expenses	3,901 00	4,015 43	3,780 75
Tonnage transferred to I.C.R. at Cross Creek, 1906–7, 3,798 tons I.C.R. revenue	.....	.....	2,965 20
Tonnage received from I.C.R. at Cross Creek, 1906–7, 1,449 tons, I.C.R. revenue	.....	.....	3,423 95

E. TIFFIN,
D. A. STORY.

TEMISCOUATA RAILWAY.

This railway taps the Intercolonial at Riviere du Loup, Quebec, a thriving town of some 8,000 inhabitants, situated on the banks of the River St. Lawrence, and extends southerly to Edmundston, N.B., a growing town of some 1,500 to 1,800 inhabitants, at the confluence of the Madawaska and St. John rivers, the junction with the Canadian Pacific and Transcontinental railways, a distance of 81 miles, and then west up the banks of the St. John to Connors, 32 miles distant, a total of 113 miles. Cabano, 43 miles from Riviere du Loup, at which the largest lumber mill on the line is situated, is the principal intermediate point.

From three miles out of Riviere du Loup to St. Honore, 27 miles out, there is a steady up grade and from that point a down grade into Edmundston. There are 48 bridges on the line besides a number of culverts.

For the whole distance between Riviere du Loup and Edmundston the line passes through a heavily wooded country with considerable stretches of good farming land especially in the valley of the Madawaska.

From Edmundston to Connors, up the valley of St. John, which separates New Brunswick from the State of Maine, the line passes through a good agricultural country along the bank of the river, with considerable lumber lands on the hills to the north.

Considerable numbers of cattle and sheep are raised in certain sections, and the number is increasing slowly from year to year.

The principal traffic of the road is (and probably will be for a long time to come) timber.

The timber limits are of very great extent. The natural facilities for floating logs to the mills are unexcelled, and the supply of both cedar and spruce, with proper care, is practically inexhaustible. There is no hemlock in the district.

During 1907, twenty-five million feet of spruce were shipped. Most of this was for export, that during the summer via Rivière du Loup and the St. Lawrence, and that during the winter finding its way to St. John over the Canadian Pacific railway. An increasing quantity is, however, finding its way into the Ontario and the United States markets, some of which moves via Rivière du Loup and Intercolonial, and some via Canadian Pacific railway and connections.

The cedar is shipped either as poles or ties or manufactured into shingles, all of which find ready market, and all of which are cut and shipped in large quantities, some eighty thousand (80,000) ties being handled last year.

Cordwood is cut to a considerable extent, and shipped into Rivière du Loup for consumption there, and pulpwood is being cut and rossed in several sections for shipment to the pulp mills in the United States, 4,000 cords being shipped from one point alone during 1907.

Besides the mill at Cabano, the cut of which is anywhere between 15 and 25 millions per annum, there are mills cutting from one-half to three millions per annum each at Whitworth, St. Honore, St. Louis, Notre Dame du Lac, St. Rose, St. Jacques Church, all of them having control of timber limits of considerable size.

On the line between Edmundston and Connors there is some lumbering being done and shingles cut, and at Baker Brook there is a water-power mill which cuts during the season, some one and one-half million feet.

Considerable quantities of potatoes, grown in the State of Maine, are brought across the river to different points on this section and shipped by rail to the New England market, the quantity being from 60 to about 300 cars per annum according to the crop and the market.

This business is on the whole a profitable one, and the traffic is likely to increase year by year.

There is also a considerable traffic in shingles cut across the river in the State of Maine, and which is brought over and shipped to New England points, the Temiscouata railway being at present the only means of railway transportation.

The total freight handled for the fiscal year ending June, 1907, was 113,845 tons.

The freight revenue was $110,707.58, and for the year ending June, 1908, was 148,569 tons, and freight revenue was $141,475.95, which consisted of, in part sawn lumber, 2,061 cars; clapboards, 22 cars; cordwood, 391 cars; fence posts, 6 cars; lathes, 173 cars; logs, 334 cars; poles, 203 cars; pulpwood, 800 cars; shingles, 1,059 cars; shooks, 6 cars; square timber, 51 cars; ties, 698 cars; mill refuse, 4 cars; spoolwood, 6 cars.

The population served by this line of railway exclusive of Riviere du Loup and Edmundston is estimated at about 15,000, and the unmber of new buildings going up would indicate that it was increasing at a satisfactory rate.

The passenger revenue for the year ending June 30, 1907, amounted to $49,-281.55.

The number of passengers carried being 62,197, and for year ending June 30, 1908, $58,541.99, the number of passengers carried, 74,971.

The passenger train service is excellent, there being one express and one mixed train each way daily. The cars are up-to-date in every respect, and the management has the reputation with the public of running its trains on schedule time. In fact the merchants and others we came in contact with everywhere were loud in their praises of the service.

The waiting rooms at all the stations though small are well furnished, well kept, and warmed, and the station offices and freight sheds are kept in excellent order.

Mail.

Two postal cars are in commission covering the extreme length of the line each day, for which service the Post Office department pays the regular rate of 8 cents per mile, the revenue for 1906-7 being $5,800.84.

Express.

The express service is operated in connection with the Canadian Express Company on a percentage basis and the revenue for the same year from this service was $1,137.12.

The revenue for mails, express and sundries, for fiscal year ending June 30, 1908, was $8,083.13.

Revenue.

The total revenue for 1906-7 was	$172,195 15
The operating expenses	135,645 16
The total revenue for 1907-8	208,101 07
Operating expenses	153,625 63
Net earnings	54,475 44

Per cent of gross earnings for operating expenses, 73.82 per cent.

Passenger Service.

The present passenger service is all the country needs, and it is doubtful if the passenger traffic can be developed beyond that which it would reach through the natural increase in population.

Telegraph, &c.

The Western Union Telegraph Company operates over the line, and two telephone companies have their instruments in every station house.

Rolling Stock.

The rolling stock consists of 7 locomotives, 2 first class cars, 2 second class cars, 2 combination cars, 2 baggage and express and postal cars, 39 box cars, 96 flat cars (35 of which are new this year), 1 pay car, 1 auxiliary, 2 caboose cars, 4 loading cars, 1 snow plough.

This road is now a valuable feeder for the Intercolonial, both as regards passenger and freight traffic, not only for local Intercolonial railway points, but for those in close competition with the Canadian Pacific Railway.

The acquisition of this line would undoubtedly result in much increased movement via Riviere du Loup to the benefit of the main line of the Intercolonial, while on the other hand the passing of it into the hands of another company would certainly result in the loss of much of the traffic which now passes through Rivière du Loup, and which is given to the Intercolonial Railway at that point, and it would be well to note here that the Temiscouata Railway and the Quebec Central Railway are owned and controlled by the same interests, and the Quebec Central now have in view the extension of their line from, at, or near St. Henri across the country to the line of the Temiscouata Railway, the objective point being at or near Cabano, thus connecting the two two lines and amalgamating them into one system. If this were done, a very serious falling off in the traffic interchanged at Rivière du Loup would follow, as necessarily all the traffic which we now receive from the Temiscouata Railway at Rivière du Loup and consigned to New England states, New York state, and for Montreal and west, would be diverted to the Quebec Central, and by them taken to Sherbrooke, Chaudière and other junction points.

The traffic delivered to the Intercolonial Railway at Riviere du Loup for the points named above for the year ending 1907, amounted to 46,992 tons, Intercolonial Railway earnings $54,765.97; so that it will be seen that the loss of the Intercolonial Railway would be a most serious one; and, again, did the government control this railway, a large proportion of the freight for New England as well as western points now delivered to the Canadian Pacific Railway at Edmundston could be controlled and diverted to our main line at Rivière du Loup, the amount of competitive traffic delivered to the Canadian Pacific at Edmundston for the year 1908 being 1,082 cars, or a probable tonnage of over 16,000 tons, all of which we could send via Rivière du Loup, making a total tonnage which could be secured to the Intercolonial Railway of 62,992 tons.

I am informed by Mr. Grundy, President of the Temiscouata railway that it earned one per cent on its mortgage bonds for the year ending June, 1908, and as already stated, there is a wealth of good timber areas tributary to this line, it should in due course become a revenue producing road.

Fiscal Years.

——	1904–5.	1905–6.	1906–7.
Number of passengers carried	48,775	56,413	62,197
Number of tons of freight carried	100,851	104,943	113,845
Passenger earnings	$43,688 03	$46,725 56	$49,281 55
Freight earnings	90,836 34	99,176 51	110,707 58
Miscellaneous earnings	10,796 94	11,182 69	12,206 02
Gross earnings	145,321 31	157,084 76	172,195 15
Operating expenses	130,377 61	131,461 37	135,645 16
Tonnage transferred to I.C.R. for Montreal and west, year 1907, 8,999 tons, I.C.R. revenue	.....	.....	10,963 29
Tonnage transferred to I.C.R. for New England points, year 1907, 37,993 tons, I.C.R. revenue	.....	.....	43,802 68
Tonnage received from I.C.R. at Rivière du Loup, year 1905, 18,054 tons, I.C.R. revenue	.....	.....	41,721 17

E. TIFFIN.
D. A. STORY.

REPORT

ON THE

WOOLLEN INDUSTRY IN GREAT BRITAIN

BY

THOMAS COSTELLO

SPECIAL OFFICER OF CUSTOMS

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
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1909

[No. 87—1909]

REPORT

ON THE

WOOLLEN INDUSTRY IN GREAT BRITAIN

Bradford, Yorkshire, Oct. 20, 1908.

John McDougald, Esq.,
Commissioner of Customs,
Ottawa, Canada.

Sir,—Enclosed herewith is a complete list of wages that are now being paid in the districts of Bradford, Leeds and Huddersfield, to operatives in the manufacturing of woollens and worsteds when paid by the day and week—schedules of prices for the different processes when done by commission combers and spinners, and also by piece workers, together with several estimates showing the ratio that labour bears to materials and fixed charges from actual results as procured from different manufacturers.

Woollens.

		Per week.
Wool Scouring and Dyeing—		
Boss dyers	£2 10s. and upwards.	$ 12 16
Men	£1 1s. 3d.	5 16
Rag Department—		
Foreman puller	£1 15s.	8 81
Feeders of machines	£1	4 87
Packers	£1 1s.	5 11
Minders of machines	14s. to 16s.	3 40 to $3 89
Scribbling and Carding—		
Head carder (10 set)	£3 to £3 10s.	14 60 to $17 04
Fettlers	£1 5s.	6 09
Willeyers	£1 5s.	6 09
Fillers, two machines	16s. to 18s.	3 90 to $4 30
Fillers, learners	15s.	3 65
Women and girls	13s. to 15s.	3 16 to $3 65
Men	£1 to £1 5s.	4 87 to $6 08
Spinning—		
Overlooker	£2	9 73
Men	£1 to £1 10s.	6 08 to $7 39
Boys, piecers	12s. to 14s.	2 92 to $3 40
Girls "	10s. to 11s.	2 43 to $2 68

Combing and Spinning Processes, Worsteds.

English Long Wools—		
Combing manager	£3 10s.	$17 03
Wool washers	£1 3s.	5 58
Makers up	£1 2s.	5 34
Combers	16s. 6d.	4 00
Minders for preparers	14s. to 17s.	3 33 to $4 05
Minders for combs and finishers	14s. to 15s.	3 40 to $3 65
Minders (night turn men)	£1 to £1 2s.	4 86 to $5 34
Gill box minders	13s.	3 16
Gill jobbers	£1 1s.	5 10

Botany or Merino Wools (Combing Continued)—		Per week.
Combing manager	£3 10s.	17 03
Carding overlooker	£3	14 60
Feeders	16s. 7d. to 17s.	3 89 to $4 13
Fettlers	19s. to £1	4 62 to $4 86
Takers off	15s.	3 65
Combers	16s. 6d.	4 01
Finishing top	14s. to 15s.	3 40 to $3 65

Botany and Merino Wools.

Spinning—		
Overlooker	£2	$9 73
Under spinners	£1 2s. to £1 4s.	5 34 to $5 83
Doffers (boys)	8s. 6d. to 10s.	2 19 to $2 43
" (girls)	8s. 6d. to 10s.	2 06 to $2 43
Half timers, boys or girls	4s. to 5s.	0 97 to $1 22

Woollens and Worsteds.

Warp Dressing and Twisting.		
Boss warper	£1 14s. to £1 16s.	$8 27 to $8 77
Men	£1 10s.	7 39
Women	12s. to 17s.	2 92 to $4 13
Boys (half time)	5s.	1 21
Twisters (women)	15s.	3 65
" (girls)	9s. 6d.	2 31
Sleying	13s. to 17s.	3 16 to $4 13
Girls (tying in)	10s.	2 43
Men (beaming)	£1 8s.	6 81

Weaving.		
Overlooker	£2 10s. to £2 15s.	12 16 to $13 38
Men turners or loom fixers	£1 10s.	7 30
Assistant men turners	£1 to £1 6s.	4 87 to $6 33
Women and girls	13s. to 18s.	3 16 to $4 38
Men	£1 6s. 9d.	6 50

Burling.		
Burling examining	£1 1s.	5 11
Young women and girls	13s. 6. to 14s. 6d.	3 28 to $3 52
Mending (women)	11s. to 15s.	2 68 to $3 65

Milling and Tentering.		
Head miller	£1 15s.	8 52
Scourers	£1 5s. 1d.	6 09
Men, tentering and helping	£1 2s. to £1 4s.	5 36 to $5 84
Boys	10s.	2 43

Finishing Processes.		
Boss gigger	£1 15s.	8 52
Gig men	£1 5s.	4 96
Other men	18s.	4 38

Dry Processes.		
Overlooker	£1 15s. to £2.	8 52 to $9 73
Cutting (men) or shearing	£1 5s. 1d.	6 09
Boys	10s. to 12s.	2 43 to $2 92
Pressing (men)	£1 10s. to £1 15s.	7 30 to $8 52

Mechanics.		
Men	£1 14s.	8 26

General Mill Hands.		
Men	18s. to 20s.	4 38 to $4 87
Women	13s. to 17s.	3 16 to $4 13

Bradford Dress Goods.

Dressers (men)	£1 10s. to £1 14s.	$7 39 to $8 26
Twisters and beamers	£1 8s. to £1 10s.	6 81 to $7 39
Overlookers	£1 16s.	8 75
Weavers (women and girls)	14s. to 17s.	3 40 to $4 13
Burlers " "	13s. 6d. to 14s. 6d.	3 28 to $3 52

Blanket Mills.

		Per week.
Men	£1 2s. to £1 6s.	$5 36 to $6 33
Women	12s. to 15s.	2 92 to $3 65
Boys (over 15)	9s. to 12s.	2 19 to $2 92

PIECE WORK.

Wool Sorting in Bradford.

Merino, which in most cases only means removing britch, etc., 1s. per pack of 240 lbs.
Clothing, or Cross Breds sorted for 32s, 36s, 40s, 46s. and 50s, 1s. 3d. to 1s. 6d. per pack of 240 lbs.
English Wool—3s. to 5s. 6d. per pack of 240 lbs.
Mohair (Turkey)—9s. 6d. per pack of 240 lbs.
Mohair (Cape)—5s. 6d. per pack of 240 lbs.
Men working at above scale of prices earn from 28s. to 30s. per week.

Woollens.

Apprentices work for first year at 10s. per week.
" " second year on above scale less $\frac{1}{4}$, and then make on an average 18s. per week.

Making of Shoddy (Contract work).

Pulling rags or converting (per pack of 240 lbs.)	5s.
Requiring 4 gallons of oil at 1s. per gallon	4s.
240 lbs. cost 108d. or less than $\frac{1}{2}$d. per lb	9s.

Carding and Spinning (Contract work).

6 skeins yarn of 16 yards each = 96 yards per ounce Weft, cost 1d. per lb.
$7\frac{1}{2}$ skeins, 120 yards per ounce Weft cost $1\frac{1}{4}$d. per lb.
2 to 3 skeins, Weft cost $\frac{5}{6}$ 1d. per lb.
8 skeins cost 8d. per whartern of 6 lbs. or $1\frac{1}{3}$d. per lb.
From 8 skeins to 16 skeins up, 1d. per skein per each whartern of 6 lbs.
From 16 skeins up, $\frac{1}{2}$d. per whartern of 6 lbs.
Carding might be estimated to cost $\frac{2}{3}$ of above prices, and
Spinning, $\frac{1}{3}$ of above prices.
Warp, 1d. per every 6 lbs. extra.

Huddersfield Public Spinning and Carding, Oct., 1908.

Woollen Yarns.

Basis of calculations—1 skein = 16 yards per ounce or 256 yds. per lb.

6 to 8	skeins,	$1\frac{1}{2}$d. per lb.
9 to 11	"	$1\frac{3}{4}$ "
12 to 13	"	2 "
14 to 15	"	$2\frac{1}{4}$ "
16 to 17	"	$2\frac{1}{2}$ "
18 to 19	"	$2\frac{3}{4}$ "
20 to 21	"	3 "
22 to 23	"	$3\frac{1}{4}$ "
24 to 25	"	$3\frac{1}{2}$ "
26 to 27	"	$3\frac{3}{4}$ "
28 to 29	"	4 "
30 to 31	"	$4\frac{1}{4}$ "

$\frac{1}{4}$d. for every 2 skeins finer.
$\frac{1}{4}$d. extra for spinning on bobbins.
$\frac{1}{4}$d. " warps.

These prices do not include preparing of stock before carding, blending, picking, &c., &c.

Spun on Cops.

Piecework Spinning alone as sometimes used in the Batley & Dewsbury District. Low woollens.
Weft, $1\frac{1}{2}$d. for 1 whartern, 6 lbs.
Warp, $1\frac{3}{4}$d. "

The above is based on 96 yards to the ounce, and for every 10 yards above, such as 106 yards to the ounce, $\frac{1}{4}$d. per whartern.

Worsteds.

Commission, Combing and Spinning.

Combing 60s. Botany and upwards—
6 lbs. tops to 1 lb. noils and upwards, 2d. on tops.
5 " 1 " under 2¼d. "
3 " 1 " " 2½d. "
Preparing wools—
32s, 36s and 40s :—going through gill boxes, 1d. on tops.
44s " " 1½d. "
Carding wools for combing—
44s, 46s and 50s :—1½d. on tops.
56s 1⅝d. "
Skin and slipe, ⅛d. extra.
Burry and seedy wool, ¼d. extra.
7½ % additional should be calculated on above prices.

Prices for Spinning, and other particulars of the following Types of Wool.

Type of Wool.	Quality.	Usual Shrinkage.	Tarage Noil to Top.	Cost of Combing.	Cost of Spinning per lb.
		%		d.	d.
English Leicester	40s	20	11 to 1	1	4
" Kent	50s	24	10 to 1	1⅛	5
" Shropshire	50s	25	12 to 1	1⅛	5
B. A. Cross Bred	50s to 56s	38	10 to 1	1⅝	5 to 6
New Zealand Cross Bred	40s	30	11 to 1	1¼	4
Skin Wool	64s	Clo: 5	Carded.		7
Australian Merino	60s	50	8½ to 1	2	8½
B. A. Merino	60s	50	5½ to 1	2½	6½
Cape Merino	64s	62	5½ to 1	2¼	7

The above spinning prices are for greys only.
Extras :—For colours, 5d. per lb., black ; 6d. for solid high colours ; 7d. for mixtures. Twists cost 1d. per lb. more than mixtures ; marls 2d. more than mixtures.

Woollens and Worsteds.

Average wage for Dressing 70 yards of warp, end to end.

Ends in warp—

1801 to 2200	2s. 6d.	per 70 yards warp
2201 to 2600	3s. 0d.	"
2601 to 3000	3s. 6d.	"
3001 to 3400	4s. 1d.	"
3401 to 3800	4s. 8d.	"
3801 to 4200	5s. 3d.	"
4201 to 4600	5s. 10d.	"
4601 to 5000	6s. 7d.	"
5001 to 5400	7s. 2d.	"
5401 to 5800	7s. 10d.	"
5801 to 6200	8s. 6d.	"

Extras—For each above two colours, 3½d. per colour.
Time work—6½d. per hour.

Price List for Looming and Twisting.

Twisting—

In twisting frame	5d.	per 1000 ends.
" " (stripes)	5½d.	"
At loom	6d.	"

Sleying—4d. per 1000 ends.
Looming—(Drawing in and Sleying)—

Straight draft up to 14 shafts	1s. 0d.	per 1000 ends.
" 14 to 20 shafts	1s. 3d.	"
" over 20 shafts	1s. 6d.	"
All drafted styles	1s. 6d.	"
Jacquards	1s. 3d.	"

Extra rollers or beams—1s. per beam or roller.
Time work—6d. per hour.

SESSIONAL PAPER No. 87

WOOLLENS AND WORSTEDS.

Standard Wage List for Weavers.

Bradford District.

Coatings.

Up to 84 in. reed space. Speed, 120 to 130 picks per minute. 70 yards per warp.

	One weaver to 1 Loom.	2 Looms.
All weaves up to 8 shafts		3¾d. per pick per ¼-in
" " 12 "	5½d.	" "

Extras.	Extra.	
1. Plain drafted stripes up to 3 colours	¼d.	¼d. per pick per ¼-in.
" " 4 colours or more	½d.	½d. " "
Cross drafter stripes up to 3 colours	½d.	½d. " "
" " 4 colours or more	1d.	1d. " "
Coloured weft, except where colour is paid for in the warp, as in extras 1 to 4	¼d.	¼d. " "
6. Revolving boxes	1d.	1d. " "
7. Skip or drop boxes	1½d.	1½d. " "
8. Jacquards	¾d.	¾d. " "
9. Looms running 110 to 119 picks per minute	1d.	1d. " "
	Per piece.	
10. Above 8 shafts		1½d. per shaft.
11. " 12 "	1½d.	"
12. Above 80 sett	1d.	1d. for each 5 setts.
13. " 2 shuttles	9d.	9d. per shuttle.
14. A second beam	1s.	9d. per piece.
15. Below 9 picks	9d.	9d. "
16. Warps shorter than 140 yards	1s. 6d.	1s. for the whole warp.

Dress Goods, Linings, &c., 70 yards Warp.

Up to and including 38 in. reed space 2d. per pick per ¼-in.

All weaves up to and including 8 shafts woven with 1 colour of warp and weft—	
Above 38 in., not exceeding 47 in. reed space	2½d. per pick per ¼-in.
" 47 in. " 57 in. "	2⅝d. " "
" 57 in. " 66 in. "	2⅞d. " "
" 66 in. " 76 in. "	3¼d. " "

HUDDERSFIELD WOOLLEN MANUFACTURERS' AND SPINNERS' ASSOCIATION.

Weavers' Scale.

The following Scale for 18 strings of 10 feet per string has been compiled by the above Association.

In Shawls not more than three Shuttles will be paid for.

Up to 30 picks on Warps of only one cut long 6d. extra will be allowed.

From 30 to 60 picks do do 9d. do do

Above 60 picks do do 1s.

In all cases one halfpenny per string to be added for every 2 healds over 16.

Weavers working two looms will be paid 35 per cent. or 7s. in the £, less than scale.

All damages traced to negligence will be deducted.

No interference will be allowed with learners approved by the master.

MEN—LOOMS RUNNING 70 TO 80 PICKS PER MINUTE.

Picks.	White Faced Worsteds, Woollens, Mixtures, or Solid Colored Worsteds.											
	One Beam.						Two Beams.					
	Shuttles.						Shuttles.					
	1		2		3		4		2		3		4	
	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
9 & 10	3	6	4	0	4	6	5	3						
11 „ 12	4	0	4	6	5	0	5	9						
13 „ 14	4	6	5	0	5	6	6	3						
15 „ 16	5	0	5	6	6	0	6	9						
17 „ 18	5	6	6	0	6	6	7	3						
19 „ 20	6	0	6	6	7	0	7	9						
21 „ 22	6	6	7	0	7	6	8	3						
23 „ 24	7	0	7	6	8	0	8	9						
25 „ 26	7	6	8	0	8	6	9	3						
27 „ 28	8	0	8	6	9	0	9	9						
29 „ 30	8	6	9	0	9	6	10	3						
31 „ 32	9	0	9	6	10	0	10	9	11	1½	11	7½	12	4½
33 „ 34	9	6	10	0	10	6	11	3	11	8½	12	3	12	11½
35 „ 36	10	0	10	6	11	0	11	9	12	3	12	9	13	6
37 „ 38	10	6	11	1½	11	9	12	8	13	1	13	8½	14	7½
39 „ 40	11	0	11	7½	12	3	13	2	13	7½	14	3	15	2
41 „ 42	11	6	12	1½	12	9	13	8	14	2½	14	10	15	9
43 „ 44	12	0	12	7½	13	3	14	2	14	9	15	4½	16	5½
45 „ 46	12	6	13	1½	13	9	14	8	15	4	15	11½	16	10½
47 „ 48	13	0	13	9	14	6	15	7½	16	1½	16	10½	18	0
49 „ 50	13	6	14	3	15	0	16	1½	16	9	17	6	18	7½
51 „ 52	14	0	14	9	15	6	16	7½	17	3	18	0	19	1½
53 „ 54	14	6	15	3	16	0	17	1½	17	10	18	7	19	8½
55 „ 56	15	0	15	9	16	6	17	7½	18	4½	19	1½	20	3
57 „ 58	15	6	16	4½	17	3	18	6½	19	2½	20	1	21	4½
59 „ 60	16	0	16	10½	17	9	19	0½	19	9	20	7½	21	11
61 „ 62	16	6	17	4½	18	3	19	6½	20	4	21	2½	22	6
63 „ 64	17	0	17	10½	18	9	20	0½	20	10½	21	9	23	0½
65 „ 66	17	6	18	4½	19	3	20	6½	21	5½	22	4	23	7½
67 „ 68	18	0	19	0	20	0	21	6	22	3	23	3	24	9
69 „ 70	18	6	19	6	20	6	22	0	22	10	23	10	25	4
71 „ 72	19	0	20	0	21	0	22	6	23	4½	24	4½	25	10½
73 „ 74	19	6	20	6	21	6	23	0	23	11½	24	11½	26	5½
75 „ 76	20	0	21	0	22	0	23	6	24	6	25	6	27	0
77 „ 78	20	6	21	7½	22	9	24	5	25	4	26	5½	28	1½
79 „ 80	21	0	22	1½	23	3	24	11	25	10½	27	0	28	8
81 „ 82	21	6	22	7½	23	9	25	5	26	5½	27	6½	29	3
83 „ 84	22	0	23	1½	24	3	24	11	27	0	28	1½	29	9½
85 „ 86	22	6	23	7½	24	9	26	5	27	7	28	8½	30	4½
87 „ 88	23	0	24	3	25	6	27	4½	28	4½	29	7½	31	6
89 „ 90	23	6	24	9	26	0	27	10½	29	0	30	2½	32	0½
91 „ 92	24	0	25	3	26	6	28	4½	29	6	30	9	32	7½
93 „ 94	24	6	25	9	27	0	28	10½	30	1	31	4	33	2½
95 „ 96	25	0	26	3	27	6	29	4½	30	8	31	11	33	9½
97 „ 98	25	6	26	10½	28	3	30	3½	31	5½	32	10	34	10½
99 „ 100	26	0	27	4½	28	9	30	9½	32	0	33	4½	35	3

MEN—LOOMS RUNNIFG 70 TO 80 PICKS PER MINUTE—*Concluded.*

Picks.	Coloured Worsteds.							Single White Worsteds.	
	One Beam.				Two Beams.			One Beam.	
	Shuttles.				Shuttles.			Shuttles.	
	1	2	3	4	2	3	4	1	1
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
31 & 32	9 6	10 0	10 6	11 4½	12 7½	13 1½	13 10½	8 6	9 0
33 „ 34	10 0	10 6	11 1½	11 10½	13 2½	13 8½	14 5½	9 0	9 6
40 35 „ 36	10 6	11 1½	11 7½	12 4½	13 9	14 3	15 0	9 6	9 10½
37 „ 38	11 1½	11 9	12 4½	13 5	14 11½	15 7	16 6	9 10½	10 6
39 „ 40	11 7½	12 3	12 10	13 11	15 6	16 1½	17 0½	10 4½	11 0
41 „ 42	12 1½	12 9	13 6	14 5	16 1	16 8½	17 7½	10 10½	11 6
43 „ 44	12 7½	13 4½	14 0	14 11	16 7½	17 3	18 2	14 4½	11 10½
50 45 „ 46	13 1½	13 10½	14 6	15 5	17 2½	17 10	18 9	11 10½	12 4½
47 „ 48	13 9	14 6	15 3	16 6	18 4½	19 1½	20 3	12 3	13 0
49 „ 50	14 3	15 0	15 10½	17 0	19 0	19 9	20 10½	12 9	13 6
51 „ 52	14 9	15 6	16 4½	17 6	19 6	20 3	21 4½	13 3	14 0
53 „ 54	15 3	16 1½	16 10½	18 0	20 1	20 10	21 11½	13 9	14 4½
60 55 „ 56	15 9	16 7½	17 4½	18 7½	20 7½	21 4½	22 7	14 3	14 10½
57 „ 58	16 4½	17 3	18 1½	19 6½	21 10	22 8½	24 0	14 7½	15 6
59 „ 60	16 10½	17 9	18 9	20 0½	22 4½	23 3	24 6½	15 1½	16 0
61 „ 62	17 4½	18 3	19 3	20 6½	22 11½	23 10	25 1½	15 7½	16 6
63 „ 64	17 10½	18 10½	19 9	21 2	23 6	24 4½	25 8	16 1½	16 10½
70 65 „ 66	18 4½	19 4½	20 3	22 8	24 1	24 11½	26 3	16 7½	17 4½
67 „ 68	19 0	20 0	21 0	25 7½	25 3	26 6	27 9	17 0	18 0
69 „ 70	19 6	20 6	21 7½	23 1½	25 10	26 10	28 4	17 6	18 6
71 „ 72	20 0	21 0	22 1½	23 7½	26 4½	27 4½	28 10½	18 0	19 0
73 „ 74	20 6	21 6	22 7½	24 3	26 11½	27 11½	29 5½	18 6	19 4
80 75 „ 76	21 0	22 0	23 1½	24 9	27 6	28 6	30 0	19 0	19 10½
77 „ 78	21 7½	22 9	24 0	25 8	28 8½	29 10	31 6	19 4½	20 6
79 „ 80	22 1½	23 3	24 6	26 2	29 3	30 4½	32 0½	19 10½	21 0
81 „ 82	22 7½	23 10½	25 0	26 9½	29 10	30 11½	32 7½	20 4½	21 4½
83 „ 84	23 1½	24 4½	25 6	27 3½	30 4½	31 6	33 2	20 10½	21 10½
90 85 „ 86	23 7½	24 10½	26 0	27 9½	30 11½	32 1	33 9	21 4½	22 4½
87 „ 88	24 3	25 6	26 10½	28 9	22 1½	33 4½	35 3	21 9	23 0
89 „ 90	24 9	26 0	27 4½	29 4½	32 8½	33 11½	35 10	22 3	23 6
91 „ 92	25 3	26 7½	27 10½	29 10½	33 3	34 6	36 4½	22 9	23 10½
93 „ 94	25 9	27 1½	28 4½	30 4½	33 10	35 1	36 11½	23 3	24 4½
100 95 „ 96	26 3	27 7½	28 10½	30 10½	34 5	35 8	37 6½	23 9	24 10½
97 „ 98	26 10½	28 3	29 9	31 11	35 7	36 11½	38 11½	24 1½	25 6
99 „ 100	27 4½	28 9	30 3	32 5	36 1½	37 6	39 6½	24 7½	26 0

HUDDERSFIELD WOOLLEN MANUFACTURERS' AND SPINNERS' ASSOCIATION.

Weaver's Scale.

The following scale for 18 strings of 10 feet per string has been compiled by the above Association.

In shawls not more than three shuttles will be paid for.

Up to 30 picks on warps of only one cut long, 6d. extra will be allowed.

From 30 to 60 picks on warps of only one cut long, 9d. extra will be allowed.

Above 60 picks on warps of only one cut long, 1s. extra will be allowed.

In all cases one halfpenny per string to be added for every two healds over sixteen.
Weavers working two looms will be paid 35 per cent., or 7s. in the £ less than scale.
All damages traced to negligence will be deducted.
No interference will be allowed with learners approved by the masters.

WOMEN—LOOMS RUNNING 70 TO 80 PICKS PER MINUTE.

Picks.	Worsteds, Woollens, Mixture or Solid Coloured Worsteds.							
	One Beam.				Two Beams.			
	Shuttles.				Shuttles.			
	1	2	3	4	2	3	4	
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	
9 & 10	3 1	3 6	4 0	4 8				
11 „ 12	3 6	4 0	4 5	5 1				
13 „ 14	4 0	4 5	4 10	5 6				
15 „ 16	4 5	4 10	5 3	5 11				
17 „ 18	4 10	5 3	5 9	6 5				
19 „ 20	5 3	5 9	6 2	6 10				
21 „ 22	5 9	6 2	6 7	7 3				
23 „ 24	6 2	6 7	7 0	7 8				
25 „ 26	6 7	7 0	7 6	8 2				
27 „ 28	7 0	7 6	7 11	8 7				
29 „ 30	7 3	7 8	8 4	9 0				
31 „ 32	7 4½	8 1½	8 10½	10 0	9 9	10 1½	10 8	
33 „ 34	8 1½	8 10½	9 0	10 1½	10 6	11 0	11 9	
40 35 „ 36	8 10½	9 0	9 6	10 10½	11 0	11 6	12 3	
37 „ 38	9 1½	10 0	9 10½	10 11½	11 6	12 0	12 9	
39 „ 40	9 3	10 1½	11 0	11 8½	12 0	12 6	13 3	
41 „ 42	10 0	10 9½	11 1½	12 5½	12 6	13 0	13 9	
43 „ 44	10 3	11 3	11 7½	13 1½	13 3	13 10½	14 9½	
50 45 „ 46	11 0	11 4½	12 4½	13 3	13 9	14 4½	15 3½	
47 „ 48	11 1½	12 1½	13 1½	14 0	14 3	14 10½	15 9½	
49 „ 50	11 4½	12 6	13 3	14 8½	14 9	15 4½	16 3½	
51 „ 52	12 1½	12 7½	13 9	14 10	15 3	15 10½	16 9½	
53 „ 54	12 10½	13 4½	14 6	15 7½	16 0	16 9	17 10½	
60 55 „ 56	13 0	14 1½	14 7½	16 4	16 6	17 3	18 4½	
57 „ 58	13 3	14 6	15 2½	17 0	17 0	17 9	18 10½	
59 „ 60	14 0	14 7½	15 10½	17 1½	17 6	18 3	19 4½	
61 „ 62	14 9	15 4½	16 7½	17 10½	18 0	18 9	19 10½	
63 „ 64	15 0	15 9	16 10½	18 7	18 6	19 3	20 4½	
70 65 „ 66	15 1½	16 6	17 3	18 8½	19 3	20 1½	21 5	
67 „ 68	15 10½	16 7½	18 0	19 5½	19 9	20 7½	21 11	
69 „ 70	16 1½	17 0	18 6	20 1½	20 3	21 1½	22 5	
71 „ 72	16 10½	17 9	18 7½	20 3	20 9	21 7½	22 11	
73 „ 74	17 0	18 6	19 4½	21 0	21 3	22 1½	23 5	
80 75 „ 76	17 9	18 7½	20 1½	21 9	22 0	23 0	24 6	
77 „ 78	18 0	19 0	20 7½	22 5½	22 6	23 6	25 0	
79 „ 80	18 9	19 9½	20 9	22 7	23 0	24 0	25 6	
81 „ 82	18 10½	20 6	21 6	23 4	23 6	24 6	26 0	
83 „ 84	19 1½	20 9	22 0	24 0	24 0	25 0	26 6	
90 85 „ 86	19 10½	21 0	22 1½	24 1½	24 6	25 6	27 0	
87 „ 88	20 7½	21 9	22 10½	24 10½	25 3	26 4½	28 0½	
89 „ 90	20 10½	22 0½	23 4½	25 7	25 9	26 10½	28 6½	
91 „ 92	21 0	22 3	24 1½	25 8½	26 3	27 4½	29 0½	
93 „ 94	21 9	23 0	24 3	26 5½	26 9	27 10½	29 6½	
100 95 „ 96	22 6	23 9	25 0	27 2½	27 3	28 4½	30 0½	
97 „ 98	22 7½	24 1½	25 6	27 10½	28 0	29 3	31 1½	
99 „ 100	22 10½	24 3	26 3	28 0	28 6	29 9	31 7½	

WOMEN—LOOMS RUNNING 70 TO 80 PICKS PER MINUTE—*Continued.*

Picks.	Coloured Worsteds.				—			Single White Worsteds.	
	One Beam.				Two Beams.			One Beam.	
	Shuttles.				Shuttles.			Shuttles.	
	1	2	3	4	2	3	4	1	2
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
31 & 32	8 1½	8 10½	9 0	10 1½	10 10½	11 3	11 9½	7 3	7 4½
33 „ 34	8 10½	9 0	9 6	10 10½	12 0	12 6	13 3	7 4½	8 1½
40 35 „ 36	9 0	9 6	10 6	11 0	12 6	13 0	13 9	8 1½	8 10½
37 „ 38	10 0	10 10½	11 1½	11 9½	13 0	13 6	14 3	8 3	9 1½
39 „ 40	10 1½	11 0	11 3	12 6½	13 6	14 0	14 9	9 0	9 3
41 „ 42	10 9½	11 1½	12 0	12 8	14 0	14 6	15 3	9 1½	10 0
43 „ 44	11 3	11 7½	12 7½	13 6	15 1½	15 9	16 8	9 3	10 3
50 45 „ 46	11 4½	12 4½	12 9	14 3	15 7½	16 3	17 2	10 0	11 0
47 „ 48	12 1½	13 1½	13 6	15 0	16 1½	16 9	17 8	10 9	11 1½
49 „ 50	12 6	13 3	14 1½	15 2	16 7½	17 3	18 2	10 10½	11 4½
51 „ 52	12 7½	13 9	14 10½	15 11	17 1½	17 9	18 8	11 0	12 1½
53 „ 54	13 4½	14 6	15 0	16 8	18 3	19 0	20 1½	11 9	12 10½
60 55 „ 56	14 1½	14 7½	15 9	16 9	18 9	19 6	20 7½	12 6	13 0
57 „ 58	14 6	15 2½	16 4½	17 3½	19 3	20 0	21 1½	12 7½	13 3
59 „ 60	14 7½	15 10½	16 6	18 4½	19 9	20 6	21 7½	12 9	14 0
61 „ 62	15 4½	16 7½	17 3	18 6½	20 3	21 0	22 1½	13 6	14 9
63 „ 64	15 9	16 10½	17 10½	19 3½	20 9	21 6	22 7½	13 7½	15 0
70 65 „ 66	16 6	17 3	18 7½	20 0½	21 10½	22 9	24 0½	14 4½	15 1½
67 „ 68	16 7½	18 0	18 9	20 2	22 4½	23 3	24 6½	14 6	15 10
69 „ 70	17 0	18 6	19 4½	21 0	22 10½	23 9	25 0½	14 7½	16 1
71 „ 72	17 9	18 7½	20 1½	21 9	23 4½	24 3	25 6½	15 4½	16 10
73 „ 74	18 6	19 4½	20 3	22 6	23 10½	24 9	26 0½	16 1½	17 0
80 75 „ 76	18 7½	20 1½	21 0	22 7½	25 0	26 0	27 6	16 10½	17 9
77 „ 78	19 0	20 7½	21 7½	23 5	25 6	26 6	28 0	17 0	18 0
79 „ 80	19 9½	20 9	22 4½	24 2	26 0	27 0	28 6	17 1½	18 9
81 „ 82	20 6	21 6	22 6	24 3½	26 6	27 6	29 0	17 10½	18 10½
83 „ 84	20 9	22 0	23 1½	25 1½	27 0	28 0	29 6	18 0	19 1½
90 85 „ 86	21 0	22 1½	23 10½	25 10½	27 6	28 6	30 0	18 9	19 10½
87 „ 88	21 9	22 10½	24 0	26 0	28 7½	29 9	31 5	18 10½	20 7½
89 „ 90	22 0½	23 4½	24 7½	28 9½	29 1½	30 3	31 11	19 0	20 10½
91 „ 92	22 3	24 1½	25 4½	27 6½	29 7½	30 9	32 5	19 9	21 0
93 „ 94	23 0	24 3	26 1½	28 3½	30 1½	31 3	32 11	20 6	21 9
100 95 „ 96	23 9	25 0	26 3	28 5	30 7½	31 9	33 5	20 7½	22 6
97 „ 98	24 1½	25 6	26 10½	29 3	31 9	33 0	34 10½	20 9	22 9
99 „ 100	24 3	26 3	27 7½	30 0	32 3	33 6	35 4½	21 6	22 10½

WOMEN—LOOMS RUNNING 70 TO 80 PICKS PER MINUTE—*Concluded.*

Picks.	Serges. One Beam. Shuttles. 1	Serges. One Beam. Shuttles. 2	Looms 110 to 120 Picks.
	s. d.	s. d.	s. d.
31 & 32	6 0	6 4½	4 6
33 & 34	6 4½	6 9	4 9
40 — 35 & 36	6 9	7 1½	5 0
37 & 38	6 10½	7 4½	5 3
39 & 40	7 3	7 9	5 6
41 & 42	7 7½	8 1½	5 9
43 & 44	8 0	8 6	6 0
50 — 45 & 46	8 4½	8 10½	6 3
47 & 48	8 9	9 3	6 6
49 & 50	9 1½	9 6	6 9
51 & 52	9 6	9 10½	7 0
53 & 54	9 10½	10 3	7 3
60 — 55 & 56	10 3	10 7½	7 6
57 & 58	10 4	11 0	7 9
59 & 60	10 8½	11 1½	8 0
61 & 62	11 1	11 6	8 3
63 & 64	11 3	12 0	8 6
70 — 65 & 66	11 7½	12 4½	8 9
67 & 68	12 0	12 9	9 0
69 & 70	12 4½	13 1½	9 3
71 & 72	12 9	13 6	9 6
73 & 74	13 1½	13 7½	9 9
80 — 75 & 76	13 6	14 0	10 0
77 & 78	13 7½	14 6	10 3
79 & 80	14 0	14 10½	10 6
81 & 82	14 4½	15 3	10 9
83 & 84	14 9	15 7½	11 0
90 — 85 & 86	15 1½	15 9	11 3
87 & 88	15 6	16 1½	11 6
89 & 90	15 7½	16 7½	11 9
91 & 92	16 0	17 0	12 0
93 & 94	16 4½	17 4½	12 3
100 — 95 & 96	16 9	17 9	12 6
97 & 98	17 1½	17 10½	12 9
99 & 100	17 6	18 3	13 0

Woollens, Worsteds, Mohair and Dress Goods.

Price List.

Average prices about:—

Dycing and Finishing.

	Black.	Colours.
Under 9 ozs. per yard—all wool (plain finish)	3¾d.	4½d. per lb. (grey).
Over 9 " " "	4d.	5½d.

Finishing only.

All wool (plain finish) 1½d. per lb. (grey).
Milled or vicuna finish, 2s. 6d. per piece (extra).
"Pirle" finish, 1d. per yard (extra).
"Proofing," 1½d. per yard (extra).
"Stove White," 3s. per piece over colour price.

Figured Mohairs—Not over 50 in. wide, 50 yds. long, and 20 lbs., dyeing black, 5s. 6d. per piece.
Linings and Italians—Not over 60 in. wide, 50 yds. long, and 28 lbs., (grey) dyeing black, 7s. per piece.

Finishing and Degumming Plain Silks—
27 in. wide = 1¼d. per yard.
28 to 36 in. " = 1½d. "

Finishing and Degumming Brocades—
27 in. wide = ¾d. per yard.
28 to 36 in. " = 1d. "

Estimates showing the ratio that labour bears to materials and other charges in different manufacturing centres in Yorkshire.

Estimate No. 1, Manufacturer of Beavers and Meltons.

Sample No. 2, Ind. wool dyed beaver	26 oz.	54 in.	Labour	25%
" No. 53, Ind. " melton	31 oz.	56 in.	"	25%
" No. 46, Ind. " carriage cloth	20 oz.	56 in.	"	30%
" No. 109, Ind. pilot	32 oz.	56 in.	"	25%
" No. 103, S. pilot	36 oz.	36 in.	"	25%
" No. 78, Piece dyed super (any colour)	19 oz.	56 in.	"	33%
" No. 141, Ind. worsted	20 oz.	56 in.	"	33%
" No. 38, Worsted warp and woollen weft	10 oz.	30 in.	"	30%

Estimate No. 2. From B. D. Manufacturer.

	Total costs. £	s.	d.	Labour costs £	s.	d.
28 Whartons of 6 lbs. each at 1s. 10½d. (stock)	2	12	6			
Carding and Spinning at 8d		18	8		15	8
Warping		3	..		3	..
Weaving 85 yards 24 picks		8	..		8	..
Mill charges		6	..		..	..
Fulling and Milling		4	..		4	..
Furnishing, Carriage, Wrapping, Discount, &c,		4	..		3	..
	4	16	2	1	13	8
Labour costs, say 35 per cent	1	13	8			
Material and other charges, 65 per cent	3	2	6			

Estimate No. 3. From W. Manufacturers.

80 yards of Material costing 1s. 6d. per yard. Total cost £6.

	Material.	Labour.	Fixed charges &c.	Total.
Average cost :	£2 10s. ..	£2. 5s. ..	£1. 5s. ..	£6.
Say,	41.66%	37.50%	20.84%.	

Estimate No. 4 B. Manufacturer.

Where warp and weft are purchased, and dyeing and finishing done outside,

	s.	d.
Warp	14	8
Weft	17	6
Dyeing	5	..
Wages	6	4
Fixed charges	3	6
Total cost	£2	7

Estimate No. 5, from B. Spinner, T. A. & S.

Actual Cost of Combing and Spinning.

1. White English Wools, say from $\frac{2}{1}$s to $\frac{2}{36}$s ..... 5d. to 8d.
2. White Botany Wools, say from $\frac{2}{20}$s to $\frac{2}{40}$s ..... 6d. to 9d.

49% of total cost represents labour.

ESTIMATION OF COST OF MATERIALS AND LABOUR IN PIECE OF BOTANY TWILL (STANDARD MAKE).

Particulars :—Warp $\frac{2}{40}$s Botany, 60's quality, 64 threads, per in.
Weft $\frac{1}{20}$'s Botany, 60's quality, 64 threads, per in.
Length of Warp ; 70 yards ; Finished Cloth, 60 yards.
Width of piece ; 66 inches ; width of finished piece, 56 inches.

1.	*Value of piece in finished state :*	£9.	19s.	10d.	
	Less profit represented, 60 yards at 2d		10s.	0d.	
	Actual cost of finished piece	£9.	9s.	10d.	= $46.19.

		£	s.	d.
(a).	Cost of finishing ; Labour 50%		8	4
	Machinery 50%		8	4
(b).	Cost of warping, dressing, weaving, etc. :			
	Labour 66⅔%		15	4
	Machinery 33⅓%		7	8
(c).	Quantity and cost of yarn in grey piece :			
	Total 53 lbs.—26½ lbs. at 2s. 11d. (Warp	3	17	3½
	26½ lbs. at 2s. 6d. (Weft)	3	12	10½
		9	9	10

		£	s.	d.
2.	*Value of Yarn as delivered to Manufacturer :*	7	10	2
	53 lbs. average price 2s. 10d		4	2
	Loss profit represented, 53 lbs. at 9s. 10d. (approximate)	7	6	0
	Actual cost of yarn			

		£	s.	d.
(a).	Cost of spinning—53 lbs. at 4d			
	Labour 70%		12	4
	Machinery 30%		5	4
(b).	Quantity and cost of top for spinning :			
	55 lbs. (5% allowance for waste) at 28d.	6	8	4
		7	6	0

		£	s.	d.
3.	*Value of top as delivered to spinner ;*	6	8	4
	Less profit represented—53 lbs. at 4s. 5d		3	11¼
		6	4	4¾

		£	s.	d.
(a).	Cost of combing—55 lbs. at 2¼d,			
	Labour 66%		6	9½
	Machinery 33%		3	5¼
(b).	Quantity and cost of wool for combing—			
	137 lbs. greasy wool (required to yield 55 lbs. scoured wool top), price 10d.	5	14	2
		6	4	4¾

TOTAL LABOUR COSTS.

	£	s.	d.
Finishing labour	0	8	4
Dressing "	0	15	4
Spinning "	0	12	4
Combing "	0	6	9½
	£2	2	9½ = $10.41

Total cost of 60 yds. of finished cloth, £9 9s. 10d. = $46.19.

Labour	= 22.5% of total cost.
Wool	= 60.1% " "
Other costs	= 17.4% " "

In order to make a comparison between cost of manufacturing in Canada and in Great Britain, it would, in my opinion, be necessary to take into account the following items, viz. :—

1st.—Wages ;
2nd.—More expensive factory buildings owing to rigorous climate ;
3rd.—Extra cost of heating same ;
4th.—Additional buildings required for storing large quantities of raw material ;
5th.—Extra capital employed in carrying larger stocks, owing to being far removed from the base of supply, and also that mills are practically compelled by local market conditions to purchase twelve months' supply of Canadian wools after shearing season ;
6th.—Higher rate of interest on money employed ;
7th.—Increased cost of machinery ;
8th.—More expensive motive power owing to higher prices for fuel ;
9th.—Owing to Canadian mills having a limited market, they are compelled to show a large number of designs each season and manufacture from comparatively short warps, which interferes with production and increases cost ;
10th.—The specialization which is so general in Yorkshire has many advantages in lowering the cost of production, and also enables manufacturers in England to do a large volume of business on a comparatively small capital, which is not possible in Canada.

Your obedient servant,

THOMAS COSTELLO.

(No. 90.)

NORTH AMERICAN CONSERVATION CONFERENCE

DECLARATION OF PRINCIPLES.

We recognize the mutual interests of the Nations which occupy the Continent of North America and the dependence of the welfare of each upon its natural resources. We agree that the conservation of these resources is indispensable for the continued prosperity of each Nation.

We recognize that the protection of mutual interests related to natural resources by concerted action, without in any way interfering with the authority of each Nation within its own sphere, will result in mutual benefits, and tend to draw still closer the bonds of existing good will, confidence and respect. Natural resources are not confined by the boundary lines that separate Nations. We agree that no Nation acting alone can adequately conserve them, and we recommend the adoption of concurrent measures for conserving the material foundations of the welfare of all the Nations concerned, and for ascertaining their location and extent.

We recognize as natural resources all materials available for the use of man as means of life and welfare, including those on the surface of the earth, like the soil and the waters; those below the surface, like the minerals; and those above the surface, like the forests. We agree that these resources should be developed, used, and conserved for the future, in the interests of mankind, whose rights and duties to guard and control the natural sources of life and welfare are inherent, perpetual, and indefeasible. We agree that those resources which are necessaries of life should be regarded as public utilities, that their ownership entails specific duties to the public, and that as far as possible effective measures should be adopted to guard against monopoly.

PUBLIC HEALTH.

Believing that the conservation movement tends strongly to develop national efficiency in the highest possible degree in our respective countries, we recognize that to accomplish such an object with success, the maintenance and improvement of public health is a first essential.

In all steps for the utilization of natural resources consideration of public health should always be kept in view.

Facts which cannot be questioned demonstrate that immediate action is necessary to prevent further pollution, mainly by sewage, of the lakes, rivers and streams throughout North America. Such pollution, aside from the enormous loss in fertilizing elements entailed thereby, is an immediate and continuous danger to public health, to the health of animals, and, when caused by certain chemical agents, to agriculture. Therefore we recommend that preventive legislation be enacted.

FORESTS.

We recognize that the forests are indispensable to civilization and public welfare. They furnish material for construction and manufacture, and promote the habitability of the earth. We regard the wise use, effective protection, especially from fire, and prompt renewal of the forests on land best adapted to such use, as a public necessity,

and hence a public duty devolving upon all forest owners alike, whether public, corporate, or individual.

We consider the creation of many and large forest reservations and their permanent maintenance under government control absolutely essential to the public welfare.

We favour the early completion of inventories of forest resources, in order to ascertain the available supply and the rate of consumption and reproduction.

We recommend the extension of technical education and practical field instruction in forest conservation, afforestation, and reforestation, so as to provide efficient forest officers whose knowledge will be available for necessary public information on these subjects.

Believing that excessive taxation on standing timber privately owned is a potent cause of forest destruction by increasing the cost of maintaining growing forests, we agree in the wisdom and justice of separating the taxation of timber land from the taxation of the timber growing upon it, and adjusting both in such a manner as to encourage forest conservation and forest growing.

We agree that the ownership of forest lands, either at the headwaters of streams or upon areas better suited for forest growth than for other purposes, entails duties to the public, and that such lands should be protected with equal effectiveness, whether under public or private ownership.

Forests are necessary to protect the sources of streams, moderate floods, and equalize the flow of waters, temper the climate, and protect the soil; and we agree that all forests necessary for these purposes should be amply safeguarded. We affirm the absolute need of holding for forests, or reforesting, all lands supplying the headwaters of streams, and we therefore favour the control or acquisition of such lands for the public.

The private owners of lands unsuited to agriculture, once forested and now impoverished or denuded, should be encouraged by practical instruction, adjustment of taxation, and in other proper ways, to undertake the reforesting thereof.

Notwithstanding an increasing public interest in forestry, the calamitous and far reaching destruction of forests by fire still continues, and demands immediate and decisive action. We believe that systems of fire guardianship and patrol afford the best means of dealing adequately with fires which occur, whether from natural causes, such as lightning, or in other ways; but we affirm that in addition thereto effective laws are urgently needed to reduce the vast damage from preventable causes.

Apart from fire, the principal cause of forest destruction is unwise and improvident cutting, which, in many cases, has resulted in widespread injury to the climate and the streams. It is therefore of the first importance that all lumbering operations should be carried on under a system of rigid regulation.

WATERS.

We recognize the waters as a primary resource, and we regard their use for domestic and municipal supply, irrigation, navigation, and power, as interrelated public uses, and properly subject to public control. We therefore favour the complete and concurrent development of the streams and their sources for every useful purpose to which they may be put.

The highest and most necessary use of water is for domestic and municipal purposes. We therefore favour the recognition of this principle in legislation, and, where necessary, the subordination of other uses of water thereto.

The superior economy of water transportation over land transportation, as well as its advantages in limiting the consumptiion of the non-renewable resources, coal and iron, and its effectiveness in the promotion of commerce, are generally acknowledged. We therefore favour the development of inland navigation under general plans adapted to secure the uniform progress of the work and the fullest use of the streams for all purposes. We further express our belief that all waterways so developed should be retained under exclusive public ownership and control.

We regard the monopoly of waters, and especially the monopoly of water power, as peculiarly threatening. No rights to the use of water powers in streams should hereafter be granted in perpetuity. Each grant should be conditioned upon prompt development, continued beneficial use, and the payment of proper compensation to the public for the rights enjoyed; and should be for a definite period only. Such period should be no longer than is required for reasonable safety of investment. The public authority should retain the right to readjust at stated periods the compensation to the public and to regulate the rates charged, to the end that undue profit or extortion may be prevented.

Where the construction of works to utilize water has been authorized by public authority and such utilization is necessary for the public welfare, provision should be made for the expropriation of any privately owned land and water rights required for such construction.

The interest of the public in the increase of the productiveness of arid lands by irrigation and of wet lands by drainage is manifest. We therefore favour the participation of the public to secure the complete and economical development and use of all water available for irrigation and of all lands susceptible of profitable drainage, in order to insure the widest possible benefit. Special projects should be considered and developed in connection with a general plan for the same watershed. In the matter of irrigation public authority should control the headwaters and provide for the construction of storage reservoirs and for the equitable distribution and use of the stored water.

LANDS.

We recognize land is a fundamental resource, yielding the materials needed for sustaining population, and forming the basis of social organization. Increase in the productivity of the soil is a growing need, and the possession of the land by the men who live upon it not only promotes such productivity, but is also the best guarantee of good citizenship. In the interest of the home-maker, we favour regulation of grazing on public land, the disposal of public lands to actual settlers in areas each sufficient to support a family and the subdivision of excessive holdings of agricultural or grazing land, thereby preventing monopoly.

The preservation of the productivity of the soil is dependent upon rotation of crops, fertilization by natural or artificial means, and improved methods in farm management. The quantity and quality of crops are also dependent upon the careful selection of seed. We therefore favour the distribution by government bureaus of scientific and practical information on these points, and we urge upon all farmers careful attention thereto.

The national importance for grazing of non-irrigable public lands too dry for cultivation, and the public loss occasioned by over-grazing, are generally acknowledged. We therefore favour government control of such lands in order to restore their value, promote settlement, and increase the public resources.

The first requisite for forest or other covering which will conserve the rainfall and promote regularity of water flow is the retention of the soil upon watersheds. We therefore favour the construction of such artificial works as may effect this purpose and the encouragement thereof by remission of taxes, government co-operation, or other suitable means.

MINERALS.

We recognize the mineral resources as forming the chief basis of industrial progress, and regard their use and conservation as essential to the public welfare. The mineral fuels play an indispensable part in our modern civilization. We favour action on the part of each government looking towards reduction of the enormous waste in the exploitation of such fuels, and we direct attention to the necessity for an inventory thereof. Such fuels should hereafter be disposed of by lease under such restrictions

or regulations as will prevent waste and monopolistic or speculative holding, and supply the public at reasonable prices.

We believe that the surface rights and underground mineral rights in lands should be separately dealt with so as to permit the surface of the land to be utilized to the fullest extent, while preserving government control over the minerals.

Regulations should be adopted looking to the most economical production of coal and other mineral fuels and the prolongation of the supply to the utmost. We favour also the substitution of water power for steam or other power produced by the consumption of fuel.

Great economy in the use of fuel has resulted in the past from the application of scientific invention and the use of improvements in machinery, and further progress can be made in the same direction. We therefore recommend that all possible encouragement and assistance be given in the development and perfecting of means whereby waste in the consumption of fuel can be reduced.

The loss of human life through preventable mining accidents in North America is excessive. Much needless suffering and bereavement result therefrom. Accompanying this loss there is great destruction of valuable mineral property and enhancement of the cost of production. The best method of eliminating these known and admitted evils lies in the enactment and strict enforcement of regulations which will provide the greatest possible security for mine workers and mines. We therefore favour the scientific investigation of the whole subject of mine accidents by the governments participating in this conference, the interchange of information and experience, and the enactment and enforcement of the bsst regulations that can be devised.

Mineral fertilizers should not be monopolized by private interests, but should be so controlled by public authority as to prevent waste and to promote their production in such quantity and at such price as to make them readily available for use.

PROTECTION OF GAME.

We recognize that game preservation and the protection of bird life are intimately associated with the conservation of natural resources. We therefore favour game protection under regulation, the creation of extensive game preserves, and special protection for such birds as are useful to agriculture.

CONSERVATION COMMISSIONS.

The action of the President of the United States in calling this first conference to consider the conservation of the natural resources of North America was in the highest degree opportune, and the proceedings which have followed, and the information mutually communicated by the representatives assembled, have, we believe, been conducive to the best interests of the countries participating. To derive the greatest possible benefit from the work which has already been done, and to provide proper and effective machinery for future work, there should be established in each country a permanent Conservation Commission.

When such Conservation Commissions have been established, a system of intercommunication should be inaugurated, whereby, at stated intervals, all discoveries, inventions, processes, inventories of natural resources, information of a new and specially important character, and seeds, seedlings, new or improved varieties, and other productions which are of value in conserving or improving any natural resource, shall be transmitted by each Commission to all of the others, to the end that they may be adopted and utilized as widely as possible.

WORLD CONSERVATION CONFERENCE.

The conference of delegates, representatives of the United States, Mexico, Canada, and Newfoundland, having exchanged views and considered the information supplied

from the respective countries, is convinced of the importance of the movement for the conservation of natural resources on the continent of North America, and believes that it is of such a nature and of such general importance that it should become worldwide in its scope, and therefore suggests to the President of the United States of America that all nations should be invited to join together in conference on the subject of world resources and their inventory, conservation, and wise utilization.

GIFFORD PINCHOT,
SYDNEY FISHER,
CLIFFORD SIFTON,
ROBERT BACON,
ROMULO ESCOBAR,
MIGUEL A. DE QUEVEDO,
HENRI S. BELAND,
JAMES RUDOLPH GARFIELD,
CARLOS SELLERIER,
E. H. OUTERBRIDGE.

RETURN

(99)

To an Address to His Excellency the Governor General, dated the 22nd February, 1909, calling for a copy of Orders in Council, correspondence, letters, despatches, memoranda and communications, between the Imperial and Canadian Governments relating to the organization of an Imperial General Staff.

CHAS. MURPHY,
Secretary of State.

COPIES OF ORDERS IN COUNCIL, CORRESPONDENCE, &c., BETWEEN THE IMPERIAL AND CANADIAN GOVERNMENTS, RELATING TO THE ORGANIZATION OF AN IMPERIAL GENERAL STAFF.

COLONIAL CONFERENCE, 1907

RESOLUTIONS.

The following Resolutions were unanimously agreed to by the Conference, except where otherwise stated:—

* * * * * *

III.

GENERAL STAFF FOR THE SERVICE OF THE EMPIRE.

That this Conference welcomes and cordially approves the exposition of general principles embodied in the statement of the Secretary of State for War, and, without wishing to commit any of the Governments represented, recognizes and affirms the need of developing for the service of the Empire a General Staff, selected from the forces of the Empire as a whole, which shall study military science in all its branches, shall collect and disseminate to the various Governments military information and intelligence, shall undertake the preparation of schemes of defence on a common principle, and, without in the least interfering in questions connected with command and administration, shall, at the request of the respective Governments, advise as to the training, education, and war organization of the military forces of the Crown in every part of the Empire.

IV.

* * * * * *

MILITARY DEFENCE.

See Sessional Paper No. 58, 1908, pages 94 to 128.

WAR OFFICE, LONDON, S.W. December 15, 1908.

The Under Secretary of State,
Colonial Office, London, S.W.

SIR,—In continuation of previous correspondence, and in pursuance of the Resolutions passed at the Imperial Conference held last year with reference to the formation of an Imperial General Staff, and approving the general principles for the military defence of the Empire submitted to the Conference by the Secretary of State for War I am commanded by the Army Council to forward for the information of the Earl of Crewe the inclosed statement of their views on the subject of the Imperial General Staff, and to request that—should His Lordship think it advisable—this statement may be submitted to the Ministers of the respective self-governing Dominions.

The inclosed paper is based on the general principles embodied in the statement made by the Secretary of State for War, which received the cordial approval of the Conference.

The main points in this statement, so far as the subject now under discussion is concerned, may be summarized as follows:—

(1.) The necessity for the maintenance of sea supremacy, which alone can ensure any military co-operation at all.

(2.) The desirability of a certain broad plan of military organization for the Empire, but not a rigid model making no allowance for local difficulties.

(3.) A conception of combination in which the armed forces of the Empire would be organized in two parts; the first part having local defence as its function, the second designed for the service of the Empire as a whole.

The Army Council are well aware that the self-governing Dominions can give no guarantee that contingents of any given strength or composition will be forthcoming for service in any part of the Empire in the event of a great war. At the same time, they fully realize that the feelings of loyalty and affection towards the Mother Country entertained by the Oversea Dominions will operate as powerfully in the hour of trial, as they did during the recent war in South Africa. But the lack of definite and timely provision for an emergency deprives military forces of much of their potential value, while adequate preparation has been proved in all recent campaigns to be a paramount factor in securing a rapid and successful decision. For these reasons, although the Oversea Dominions may be unable to undertake definite responsibility for anything beyond local defence, it would still be well, in organizing for such defence, to consider the necessities incidental to a situation in which the Dominions beyond the seas desired to give effective military service in association with the troops of the Mother Country. Such a contingency has been kept in view in the accompanying paper.

In conclusion the Army Council desire to urge the importance of carrying into effect the general principles of the higher organization of units agreed to by the Conference of 1907.

E. W. D. WARD.

THE IMPERIAL GENERAL STAFF.

INTRODUCTORY REMARKS.

The need for a General Staff, 'selected from the forces of the Empire as a whole' was affirmed by the Imperial Conference which met in London in April, 1907, and the duties to be performed by such a staff, in time of peace, were defined as follows:—

> 'To study military science in all its branches; to collect and disseminate to the various governments military information and intelligence; to undertake the preparation of schemes of defence on a common principle, and (without in the least interfering in questions connected with command and administration) at the request of the respective governments, to advise as to the training, education and war organization of the military forces of the Crown in every part of the Empire.'

It was further decided that the Chief of the General Staff should put forward definite proposals to give effect to the resolutions of the Conference on the subject. The object of this paper is to do so.

Before definite proposals can be put forward, however, it is necessary to examine into certain general considerations on which the arrangements made should be based.

In the first place it must be recognized that we are now practically only at the beginning of the creation of military forces, on an important scale, in the oversea Dominions. The Empire has now reached a stage when its sons in the oversea Dominions have begun to feel themselves sufficiently strong to undertake more responsibility for the defence of their own homes, and to look on this not only as a duty which they are willing to perform, but as a right. The real problem before the various governments concerned is to guide this feeling into correct channels from the outset. It is in order to supply such guidance that the creation of an Imperial General Staff is necessary.

Considering the subject from this standpoint it appears that we should—

(i.) Form a clear conception of the general principles on which our system for national defence should be built up and perfected, and of the relations of the several parts of the whole.

(ii.) Outline the most suitable and efficient organization for an Imperial General Staff to develop and perfect that system.

(iii.) Taking this organization as our objective, consider the best means of selecting and training the officers who are to compose it.

(iv.) Consider what means are at present available and how they can best and soonest be utilized for the formation of the Imperial General Staff.

In this paper, accordingly, the subject is discussed under the above headings, and endeavour is made to present (under each heading) an ideal to be kept in view, and to suggest the best method of approaching that ideal with our existing means.

PART I.

General principles affecting national defence.

Considerable anxiety is at the present time being displayed throughout the Empire with regard to questions of local and Imperial defence, and nowhere is the desire to consider such problems more remarkable than in our great self-governing Dominions. Not only at home, but in these Dominions and in India, steps are being taken to develop local military resources with a view to organizing for local defence on a more solid and practical foundation, and there can be little doubt that the not far distant future will witness a great development in the potential military resources of the Empire.

It would be beyond the scope of this paper to discuss at length the causes which have led up to this movement.

Whatever these causes may be it is certain that, with the development of the great self-governing Dominions, a growing desire is also evident in them for self-contained, efficient, and progressive military institutions; while, with the growth of Imperial ideals, the need is being felt for knitting closer together the military forces of the Empire. These facts must be kept constantly in view in everything that is undertaken now, in order that progress may be made along right lines from the beginning.

National defence in the case of the British Empire divides itself naturally into—

(i.) Local defence.

(ii.) Imperial defence.

As regards local defence in each case the object is to be kept in view, which should govern the standard to be striven for, is to provide, organize, and render efficient such means of defence as will form by their existence a serious deterrent to the most probable and feasible form of attach. In other words, these means should be adequate to enable each particular division of the Empire to secure itself against reasonable initial contingencies; while, in the event of more serious hostile undertakings, the organization and means provided should be sufficient to enable the issue to be deferred until the naval and military resources of the Empire can be concentrated at the decisive point or points.

Turning to Imperial defence, the first point to note is that it is a cardinal military maxim that no organization for defence can be regarded as adequate or complete which does not contemplate offensive action. Passive defence seldom, if ever, wins decisive results. As already stated, the possible necessity for the concentration of Imperial forces for that defence of the Empire was admitted by the Imperial Conference. The scale on which such forces might have to be concentrated must depend on the Imperial interests involved, the probability being that they would be required to come to the assistance of, and act in combination with, forces maintained for local defence in some particular portion of the Empire.

It is thus evident how closely the forces maintained in various portions of the Empire may be associated in war time. In order that the several parts of such an army may be able to act in close combination, they must be organized on the same general principles, especially as regards the system of command and staff duties. The need for this was dealt with fully in a 'Memorandum on the possibility of assimilating war organization throughout the Empire,' which was submitted to the Imperial Conference on the 14th March, 1907, by the Chief of the General Staff. A copy of this Memorandum is attached, to obviate the need of any further discussion on this point.

Again the proverb that 'Unity is strength' applies to war and preparation for war with greater force than to almost any other sphere of human activity. Combination of effort is a fundamental principle of war, and the existence of different schools of thought in an army is fatal to such combination. The ideal to be arrived at is that all divisions of a military force should be capable of acting in war as parts of a whole. The ideal can only be fully realized when all the parts are organized and trained by one brain, and in the modern army that brain is the General Staff. The General Staff must therefore be an entity throughout the Empire, and to make it so, all its members ought to be uniformly trained in principles and practice in one school under one head.

PART II.

THE MOST SUITABLE AND EFFICIENT ORGANIZATION FOR AN IMPERIAL GENERAL STAFF.

Before attempting to form any estimate of what our requirements would be for an Imperial General Staff, as recommended by the Imperial Conference, or to suggest how the necessary officers to compose it should be trained and selected, it is necessary to consider what its duties would be. In attempting to do this an essential condition to be borne in mind is that the true and only objects to be attained are:—

(i.) Efficient preparation for war in peace time.

(ii.) Successful conduct of war in war time.

No solution of the problem can be effective unless it is governed by these factors.

The duties of the General Staff 'selected from the forces of the Empire as a whole,' as regards *preparation for war,* were defined by the Imperial Conference.

We still have to consider the duties of the General Staff in war. These may be described as follows:—

'Assisting the General Officer or Officers in Local Command by—

'(i.) Planing; thinking; watching the enemy; obtaining compiling, and distributing all information concerning the theatre of war, the enemy's forces, and their disposition.

'(ii.) Working out all arrangements necessary for security, marches, and battle in accordance witn the plans of the General.

'(iii.) Communicating the necessary orders at the right time and place.

'(iv.) Watching over the fignting condition of the troops, and keeping the General informed of their efficiency in every respect.'

It follows that, in the first place, we require a central guiding body to consider and draw up plans for the defence of the Empire as a whole, to study and formulate broad principles of general application, and to collect and disseminate general information. In the second place, we require local branches to study local needs and local possibilities, and to supervise the application of broad general principles under local conditions. But, as has already been said, the Imperial General Staff must be an entity; therefore, these local branches must form parts of one whole, springing from the central body.

Thus, both in peace and war, the General Staff must be regarded as a large organization, consisting of a central body, with branches stretching out to all the various units of an army. If it is to carry out the duties allotted to it efficiently and to act as the guiding and directing spirit—the 'brain'—of the whole army, it is evident not only that all its members must be highly educated and trained, but that its work must be carried out on common principles in all parts of the Empire. It is, therefore, a necessity that the Imperial General Staff should have one recognized head to ensure uniformity of method and purpose. That head can only be the Chief of the General Staff in London, who must become the Chief of the Imperial General Staff, if we are to have a really efficient organization.

Under the more or less direct supervision of the Chief of the Imperial General Staff, the General Staff organization for the Empire should be built up gradually on the following lines:—

I. The central body having its headquarters in London, and working directly under the Chief of the Imperial General Staff.

II.—Local sections in the United Kingdom, in each of our regular garrisons abroad, in each self-governing Dominion, and in India. These local sections, except in the case of the smaller foreign garrisons, might be subdivided into the local headquarters, and the staff with the local troops. Each section should have a Chief at its head; and it would deal with questions connected with (1) local defence, and (2) the training of troops on lines similar to those now followed for the United Kingdom by the Training Directorate at the War Office.

In this organization, as applied to the self-governing Dominions, each chief of a local section of the General Staff would be the adviser of his own government as well as the head of all General Staff Officers in his section whether at his headquarters or with the troops. A possible difficulty to be solved, as regards this organization, is the establishment of the proper relationship between the Chief of the Imperial General Staff and the Chiefs of local sections of the General Staff in the several Dominions. It has already been pointed out that in all purely military questions guidance should come from the former. But it may be held that such guidance is incompatible with full control of the local Chief by his own government, and this full control must be accepted from the outset. The solution of this difficulty would appear to be that, while the Chiefs of the local sections of the General Staff keep in close communication with the Chief of the Imperial General Staff, they cannot receive orders from him. He will keep them informed as to what are considered the correct general principles; and they will advise their governments as to the best methods of applying these principles to local conditions, and as to the risk of departing from them. When their advice is not accepted, it will be their duty to carry out whatever their respective governments may order.

Under such conditions the best method of keeping up close touch between the central body of the General Staff and the local sections of the General Staff requires further consideration. Much can be done to ensure uniformity by a judicious system of preliminary selection, education, and training of officers for the General Staff; by periodical interchanges between those serving on the staff in different parts of the Empire; and by occasional general conferences. These questions are discussed in the following pages, and it will be necessary to rely a good deal on such methods. But in these days the military art is progressive. New ideas and inventions demand constant consideration, and close and frequent personal communication between the centre and the branches is necessary to prevent the initiation and growth of divergent opinion which might be fatal to combination.

This personal touch may be maintained either by delegating selected officers from the central body to each of the local sections, changing them at frequent intervals; or by reversing this process. The first of these methods would be most effective in some ways, but it might not always be acceptable to local authorities. In all probability a combination of both methods would work best on the whole. In the first instance, selected officers of local sections might be attached by their respective governments to the War Office, London, and periodically changed. Their duty would be to study the methods of education and training and staff duties in vogue under the immediate eyes of the Chief of the Imperial General Staff, as well as the latest development of ideas on organization, strategy and tactics; to give the Chief of the Imperial General Staff information of local defence arrangements and other local matters in their respective countries; to study the part to be played by local forces in Imperial defence; to correspond on such questions with their local chiefs; and, finally, on relief, to return home to explain and practice personally what they have learnt.

In a great war the General Staff officers with the troops would be furnished chiefly from those serving in the local sections from which the troops were drawn, while those attached to the supreme commander in the field would be mainly drawn from officers who had proved their efficiency on the central body of the Imperial General Staff.

It is abundantly clear that the officers appointed to the General Staff, both in peace and war, should possess the confidence not only of military opinion, but also of the Imperial and other governments of the Empire. This can only be attained by the inclusion of the General Staff of officers having specialist, personal and practical knowledge of the peculiar local conditions, both military and political, in all parts of the Empire.

PART III.

THE PRINCIPLES OF SELECTION AND TRAINING OF OFFICERS FOR THE IMPERIAL GENERAL STAFF.

The organization of the Imperial General Staff having been outlined, it is now necessary to consider the general principles on which officers should be selected and trained for it. Under this head the first point to note is that, in order to qualify themselves for employment on the General Staff, officers must have been educated previously up to a certain common standard of military knowledge, and have become imbued with the requisite uniformity of thought and practice.

This uniformity in training and thought can only be obtained by passing officers intended for General Staff work through a staff college.

The Staff College at Camberley, working under the immediate supervision of the Chief of the Imperial General Staff, must be recognized for some years to come as the central school of higher military education for the whole Empire. But as our military institutions develop throughout the Empire, this establishment will be unable to meet Imperial requirements outside those parts of the Empire which are garrisoned by the regular army, including India. The essence of efficient training lies in individual attention and instruction. If too great a number of officers are collected together for such training at one centre, any such establishment will become congested, and individual training is certain to suffer. With the growth, therefore, of the General Staff of the Army at large, the need will arrive for decentralization; and if the self-governing dominions beyond the seas are ever to become self-contained in their military institutions, they themselves will, sooner or later, recognize this necessity. Such decentralization should take the form of an educational establishment on similar lines to, and worked in close connection with, the Staff College at Camberley, for each great division of the Empire. It is, however, recognized that this requirement may not make itself sufficiently felt for a considerable period, and pending the institution of more such colleges than exist at present, officers of the forces of the oversea Dominions should be encouraged to make the fullest possible use of existing establishments.

Working in close touch and uniformity, except as regards entrance examinations, with the Staff College at Camberley, the Staff College at Quetta constitutes already for India a valuable part of our educational machinery.

Thus, without excluding officers of proved ability who are not staff college graduates, it must be accepted as a principle that recruits for the Imperial General Staff should normally pass through one of the staff colleges. Their selection for, and entry at, such an establishment would mark officially the first step in their training.

The standard of military knowledge to be required from officers entering the staff colleges must be made as uniform as possible, and this should be attained by holding simultaneous examinations with precisely the same papers for the different colleges.

Uniformity of instruction at the colleges must also be secured. This can best be done by making the syllabus and curriculum identical for all, and by careful selection of the instructors. At all such colleges the head should be selected from officers who have served on the central body of the Imperial General Staff, and he, with a proportion of the instructors (say, one-third as is now the case at the Quetta college) should be Camberley graduates.

After graduating at a staff college, an officer should return to regimental duty with troops for a time, in order to refresh his knowledge of their wants and feelings in the light of his wider experience. This period should, if possible, be of at least one year's duration.

After this, officers selected as likely to be suitable for General Staff work should undergo, under the eye of the Chief of the local section of the General Staff, a probationary course of practical staff training with troops and at headquarters, during which they would be fully reported on, with regard to their fitness for the Imperial General Staff. Under present conditions this course of staff training should be carried out under the supervision of the Chief of the Imperial General Staff in London, or in India under that of the Commander in Chief of the Forces in that country.

After completing the full course of training on the above lines, an officer should ordinarily serve for the further period in his own country with troops. But all officers who have completed the full course, and have been found to possess the necessary qualifications, should be considered as eligible for appointment to the Imperial General Staff when required.

A system of training on the lines described has been inaugurated and is being developed at home, and should, as soon as practicable, be introduced in other parts of the Empire.

The next step in the General Staff officer's career would be appointment to a local section of the General Staff. Ordinarily this should be in his own country in the first instance; but temporary interchange between officers for duty in different parts of the Empire should be arranged by the governments concerned on the advice of the Chiefs of local sections of the General Staff.

It will probably be found advisable that such interchanges should take place under the advice of the Chief of the Imperial General Staff. Moreover, the system proposed seems scarcely practicable unless the organization of the various branches of the Imperial General Staff in the different parts of the Empire, and the allotment of duties to individuals, follow a general system so far as local conditions admit.

In addition to periodical interchanges as suggested above, great benefit would result from occasional conferences attended by representatives of the Imperial General Staff from all parts of the Empire, for the purpose of comparing notes and discussing military matters under the presidency of the Chief of the Imperial General Staff. Such conferences would serve to keep the various members of the Staff in touch with one another, and to prevent differences of opinion arising on important matters of principle. The Chiefs of the local sections of the General Staff in various portions of the Empire should also be encouraged to correspond with the Chief of the Imperial General Staff himself, or with his immediate subordinates in London.

Officers composing the central body of the Imperial General Staff must be the pick of the officers of the whole Empire who are qualified for General Staff work. They should be retained in that employment only as long as they prove themselves fitted for it. They should, as far as possible, before appointment to the central body, have served on the local staffs both at home and abroad. They should be nominated on the advice of the Chiefs of the local General Staffs or as regards officers serving in India by the Commander in Chief in India, subject to the concurrence of the Chief of the Imperial General Staff.

In carrying out the general system outlined above, an ideal to be aimed at is that, eventually, the self-governing Dominions and India should be self-supporting as regards the provision of properly qualified officers for their respective sections of the General Staff, in addition to providing a due proportion of officers for service on the central body of the Imperial General Staff.

On completion of a tour of General Staff work, whether on the central body or on a local section, officers should ordinarily return to duty with troops before reappointment to the staff.

The foregoing is submitted as an outline of the objective at which we should aim. An efficient General Staff organization can only be evolved gradually, and, as already stated, it is necessary to its successful evolution that the end to be attained shall be clear from the very commencement. Only thus can we ensure that progress shall continue steadily and in the right direction.

PART IV.

PRESENT MEANS AND HOW BEST TO UTILIZE THEM FOR THE CREATION OF AN IMPERIAL GENERAL STAFF.

It is first necessary to consider what personnel is actually available, and what means already exist, for training officers for the General Staff, indicating how far this personnel can apparently be made to meet present Imperial requirements. We can then proceed to consider what modifications of system appear desirable.

On looking into this, we find that opportunities for studying and practicing the art of war vary considerably in different portions of the Empire.

As regards its military forces, the British Empire may be considered as consisting of three great divisions, viz.:—

(i.) The United Kingdom, and the various possessions whose defence and military organization are directly under the authorities at home.

(ii.) India, which is garrisoned by both British and Indian forces, the control of which is mainly under the Government of India and the India Office, although the War Office retains certain powers of issuing instructions in regard to the British troops in India.

(iii.) The oversea Dominions, in which military service and organization are altogether regulated by local governments, and which may be subdivided again into the Dominions of Canada, Australia, New Zealand and South Africa.

Considering the Empire as consisting of the three main divisions defined above, we have already in the first of these divisions a professional Army comprising a considerable number of trained and experienced officers, who have been specially educated, in a central school (the Staff College, Camberley), in the higher art of war and in staff duties. A General Staff has been organized, and has gained several years' experience of its work. We have some thousands of regimental officers to choose from, all of whom are educated, up to a certain standard, on a regular system which has been at work for years. We have an organized and experienced machinery for selecting the best of these officers for higher education and training, and the necessary facilities for providing both.

In India the conditions are, in great measure, similar. A large and efficient Army, including a number of experienced and highly-trained officers, is maintained there. Regimental officers are educated on practically the same system as exists at present in the regular army service elsewhere. A Staff College was opened in India in 1905; its curriculum is approximately the same as at Camberley; and it is hoped that, by selecting the Commandant and one-third of the instructional Staff from Camberley graduates, uniformity of instruction will be ensured.

On the other hand, the self-governing oversea Dominions of the Empire present a different problem. At present it is only in Canada that there exists a national educational establishment resembling Woolwich and Sandhurst, in which youths who possess a suitable general education can be grounded in the more technical details of military art, before they enter, as officers, the military service of their country.

It is, however, necessary to inaugurate the Imperial General Staff without any avoidable delay, as it is felt that in cases where the oversea Dominions are contemplating a considerable expansion of their military forces on new principles, the institution of suitable and efficient local sections of the General Staff for purposes of organization and training is very necessary. It is evident that where such a reconstruction of military elements is in process of evolution the benefit of past and practical experience should be made available from the very commencement. It is so important that the military forces of the Empire should not be allowed to develop on divergent

and independent lines, but on common and approved principles as regards organization and training, that an attempt should be made to start the General Staff organization now with the means available.

A limited number of officers of the oversea Dominions, who are staff college graduates are serving in the United Kingdom or India, or are now being employed under their respective governments. It is also realized that among the permanent or other forces of the oversea Dominions, there will be found some experienced officers of proved ability, who would be available for General Staff employment.

It is not pretended that the officers so selected will be sufficient in number, or that all will be qualified as regards training, practical experience, and seniority to meet General Staff requirements. But in such cases the oversea Dominions would find no difficulty in borrowing from the home and Indian armies the necessary officers to complete and start into being the requisite General Staff organizations. The services of officers borrowed in this manner would be replaced proportionately by those of officers of the forces of the Dominions concerned, as soon as the latter passed the necessary courses of instruction or were considered otherwise qualified for the various appointments. It is suggested, therefore, that each self-governing Dominion should arrange as soon as possible to prepare and send a suitable number of officers to undergo a staff college course at Camberley, Quetta, or at the local staff colleges which it is hoped may soon be established.

CONCLUSION.

To sum up, the following seem the main points requiring attention at the present moment, in order to lay the foundation of an Imperial General Staff:—

(i.) All the forces of the Empire to be organized for war on the same general principles, especially as regards the system of command and staff duties. For this purpose the formation of the Imperial General Staff should be proceeded with as far as the present available means permit.

(ii.) Uniformity to be ensured in the system of training officers for the General Staff by arranging for—

(*a.*) Uunformity in the system of educating regimental officers from whom selections for the staff colleges are made. This is to be secured by recognizing the Staff College at Camberley as the central school of military education for the Empire, and by filling at the outset, to such extent as may be approved by the respective government of the oversea Dominions, the most important instructional appointments by Camberley graduates.

(*b.*) Uniformity in the system of selection of regimental officers for staff college courses.

(*c.*) Uniformity in the entrance examinations, curriculum, syllabus, and teaching at the several staff colleges.

(iii.) Uniformity in the carrying out of staff duties, to be attained by encouraging graduates of the staff colleges, who aspire to holding the more important General Staff appointments, to undergo a further course of training in England or India; and by arranging for a systematic interchange of officers of the Imperial General Staff between the various appointments throughout the Empire.

The system proposed above could not be carried out without a certain expenditure of money. Amongst other items of cost it should be recognized that officers who are sent far from their homes for the benefit of the Empire ought not to suffer pecuniarily, otherwise we cannot be sure of obtaining the services of men of the right type. But the total cost of the system would be small in proportion to the interests at stake, and if it resulted in greatly increased efficiency—as it is believed it would do—the money would be wisely spent.

It is fully recognized that the system proposed would not produce an ideal General Staff at once. To do so is a matter of years, which renders it all the more desirable that a beginning should be made at once.

As stated before, the Imperial General Staff must have the confidence of the whole of the forces of the Empire in order to exercise the required influence over their training and education in peace, and over the conduct of operations in war; and this confidence can only be gained by officers who are believed to be worthy of it, both by reason of natural qualifications and through the possession of superior knowledge and judgment.

Before such an Imperial General Staff as we require can be formed, therefore, its members must be fully and carefully trained, and the complete organization must be built up gradually and slowly as qualified officers become available. The value of continuity in our methods of action is thus of prime importance, and though the personnel of the Imperial General Staff may change year by year, the spirit in which it is conceived, and which animates all its members, must always remain the same, namely, loyalty to the Empire and to one another, at all times and in all places.

W. G. NICHOLSON,
Chief of the General Staff.

December 7, 1908.

APPENDIX.

THE EDUCATION AND TRAINING OF OFFICERS PREPARATORY TO THEIR ADMISSION TO THE STAFF COLLEGE.

1. The need has been explained why officers should normally be required to pass through one of the staff colleges, before being employed on the General Staff in any capacity. But in order that officers may obtain the fullest advantages from such a course, it is necessary that their military education as regimental officers should have reached a sufficient standard before they enter the colleges. It is necessary, in providing officers with the means of reaching that standard, again to remember the need for instilling uniformity of thought on all questions of principle in the theory and practice of war.

2. The desirability of officers entering the permanent military service of their country, as regimental officers, with a certain standard of general education and with a uniform grounding in the rudiments of their profession, has been alluded to. It would be beyond the scope of this paper to enter into any details regarding this part of an officer's education, but it should form the foundation for his subsequent training, and it must always exercise a very important and universal influence on the *esprit d'armée,* and on the state of efficiency of every unit included in the military forces of the Empire. It is especially necessary to bear this fact in mind at a time when the expansion and reorganization of these forces is under consideration.

3. Such education for candidates for the home and Indian armies is provided for in the United Kingdom in our great public schools and universities, and in the Royal Military College at Sandhurst and the Royal Military Academy at Woolwich. This system may not be perfect, but it has, generally speaking, fulfilled its purpose satisfactorily.

4. It is suggested that in the oversea Dominions a similar course should as far as possible be followed, and that their governments should be invited to consider the feasibility of instituting national educational establishments calculated to meet their own military requirements, and that, in estimating these, consideration should not be limited to their permanent forces only.

5. The system of regimental education is, however, at the present moment the most urgent matter requiring attention, in order to bring the military knowledge of the officers, from whom those who are to form the General Staff must be selected, up to the standard required as a basis for a study of the higher art of war. Some progress in this direction has already been made, but much still requires to be done. In suggesting how this should best be proceeded with, it is necessary to remember that, in cases where a considerable expansion of the forces of a Dominion is contemplated, an increased number of efficient General Staff officers will eventually be required to supervise the training of units as well as the education of officers, and to meet the possible wastage of war.

6. The first difficulty seems to consist in the provision of competent instructors. The governments concerned can doubtless find some locally; but it is necessary to emphasize the fact that an important feature of any system of military education is that the instructors themselves should have had a uniform education in the principles of the military art.

7. Should it be desirable, it would be possible during the transition stage, to arrange for the special attachment to the Staff College at Camberley of a limited number of officers (say, two or three) from the forces of each of the oversea Dominions, for special training as instructors rather than as General Staff officers. This would, however, be merely a temporary expedient, and not altogether satisfactory. If the government concerned prefer it to borrowing from the home army, the details of the conditions of attachment must be dealt with in a separate paper.

8. After having prepared suitable officers for a higher military education, the next step should be to send them to a course at one of the staff colleges, into which their entry would be regulated by the provisions of paragraph 720, King's Regulations

W. G. N.

IMPERIAL CONFERENCE, 1907.

Subject No. 2 proposed for discussion by the Army Council.

POSSIBILITY OF ASSIMILATING WAR ORGANIZATION THROUGHOUT THE EMPIRE.

(Paper prepared by the General Staff.)

1. The object of war organization is to facilitate and simplify the difficult task of a commander in the field, so that he may be able to devote as much of his attention as possible to the practical problem of defeating the enemy.

2. A properly organized army is a fighting machine designed in peace to carry out, with the minimum of friction and tne maximum of efficiency, the work for which it is intended in war. The more thoroughly it has been prepared in peace, the less attention need be paid to its design in war and the more time will its commander have to devote to its utilization.

3. There are many subjects connected with organization from the burden of which no commander in the field can free himself, however good the organization of his army may be; such subjects, for instance, as the relative position from day to day of the larger subdivisions of his command, the formation of advanced and rear guards, the distribution of his forces for battle and the retention of a portion of them in reserve.

4. The management of these and similar subjects, combined with the attempt to keep himself constantly acquainted with the plans and movements of the enemy, are sufficient to try a commander in the field, as well as his staff, to the utmost of their capacity. It is therefore essential, by careful and well considered previous organization, to prevent his time being taken up by questions which might have been solved for him before the beginning of the campaign.

5. In order that the organization of an army may work smoothly it must be understood by those who form part of it, and in order that it may be understood by all it must be simple. Simplicity can only be achieved by a symmetrical subdivision of parts, and by each part being suited to the place it has to fill. Thus, if an army is divided, as in the case of the British organization, into divisions, each division should include the same number of infantry brigades, and be furnished with the same proportion of artillery and mounted men; each infantry brigade should consist of the same number of battalions, each field artillery brigade of the same number of batteries and each battery of the same number of guns.

6. In order to achieve simplicity it is, further, important that the nomenclature employed throughout the army should be uniform and logical; the number of terms employed should be as few as possible, and the same term should always be applied to the same definite portion of the organization. Thus it would be apt to lead to confusion if one brigade of infantry were to be composed of infantry 'regiments' and another of infantry 'battalions,' of if one brigade included a portion of artillery and administrative services while another was composed of infantry only.

7. Any sacrifice of uniformity in organization immediately adds to the difficulty of the calculations on which the successful conduct of a campaign depends; for instance, if certain units of a force were of a different composition from the others, special allowance would have to be made in working out the amount of room they would take up on the march and in battle. If the correspondence portions of an army varied in size and composition, elasticity would be sacrificed, for it would no longer be possible to employ, with equal advantage, whichever happened to be most conveniently placed for a particular task. When more than one organization is employed, orders become more difficult both to write and to understand owing to the greater variety of names that have to be used, while the officers responsible for issuing orders are obliged to keep an increased mass of detail constantly in their minds.

8. All departures from uniformity also lead to additional complications in the necessarily elaborate system of administration in the field; the quantities of ammunition and supplies vary with the numbers of men and animals for whom they have to be carried, and the composition of the various ammunition and supply columns has to be altered accordingly, while special arrangements have to be made at depôts on the lines of communication; this all means extra labour for the various administrative departments, which are, as a rule, already overworked. The difficulty is much intensified if any portion of the administrative services themselves have a different organisation from the remainder, for then the officers of every department have to make themselves acquainted with and to deal with two different organizations at the same time; or else there have to be two separate sets of administrative departments in the field; either of these alternatives presents almost insurmountable difficulties. Considerable inconvenience was experienced in Natal, because the transport of the troops sent from India was organized on a different system from that of the troops sent from England.

9. The basis of all war organization is the composition of the various units which form part of an army; this composition is given, in the case of the British army, in a number of tables which are published annually in a volume known as War Establishments. After the number of men and animals and the amount of material in the various units have been decided, the next step in organization is to group them into larger bodies. This process is repeated, until the whole army is grouped into a small

number of large formations, whose commanders are directly under the orders of the commander-in-chief in the field. During the process of deciding the composition and grouping of the units, a large number of questions have to be dealt with, of which the following may be taken as examples.

(*a.*) The proper proportion of cavalry and guns to infantry, and the most efficient size of a unit of each.

(*b.*) The best system for replenishing ammunition and for supplying food, forage, and other articles to the troops.

(*c.*) The most effective arrangements for dealing with the sick and wounded, and for moving them to hospitale in rear.

(*d.*) The minimum amount of transport which will carry the actual necessaries of troops in the field without hampering their mobility.

(*e.*) The number of rounds per gun and rifle, and the number of day's rations per man and horse, to be carried by the various columns.

10. These are all questions, of the nature referred to at the end of paragraph 4, with which the commander in the field ought not to have to deal, and it will readily be understood that if he had to do so, much of his time would necessarily be devoted to that object.

It will be remembered that, when Lord Roberts landed in South Africa at the beginning of 1900, owing to the heterogeneous nature of the force placed under his command, he had to spend more than a month of valuable time in evolving a new transport organization for the Army, before any further strategical measures could be undertaken.

To obviate this waste of valuable time and energy, it is essential that all troops placed under the command of a general in the field should be organized on a single system, and that that system should be one with which the commander is closely acquainted and on which the bulk at any rate of the army has been trained.

11. This principle has already been accepted in the case of the auxiliary forces in the United Kingdom; it has been decided to form them into a Territorial Force, which will have identically the same organization for war as the Regular Army. In the case of India, too, the subject has been taken up, and communications are now passing between the military authorities in the United Kingdom and in India, as to the possibility of further assimilating the organization for war of the two countries. Some progress has already been made by substituting the division of three brigades for the army-corps, as the leading feature in the war organization of the United Kingdom.

12. In view of the probability that the colonies will take an ever increasing part in future wars in which the welfare of the Empire is at stake, it has, for the same reasons, been thought advisable to submit, for the consideration of the Colonial Conference, the subject of the possibility of assimilating the war organization of the colonies more closely to that of the United Kingdom. Steps in that direction have already been taken in the case of some of the colonies; officers sent by them have, from time to time, studied the question, in consultation with officers of the General Staff in London, with a view to seeing how far it would be possible for them to adopt the war establishments already referred to.

13. Much, however, remains to be done before it can be said that the war organisation is the same for the whole of the Empire; for instance, while in War Establishments the unit of infantry is the battalion, in Canada it is the regiment. The mounted unit varies considerably, both in name and strength, and the mounted branch is alternatively known as cavalry, mounted infantry, mounted rifles, light horse and carbineers. In War Establishments the unit of field artillery is the brigade which consists of three batteries and an ammunition column; in the case of some colonies the batteries are not grouped at all, while in others, where they are grouped, no arrangement exists for forming ammunition columns. The situation is similar as regards administrative units; in many cases no provision appears to have been made

for them, while in cases where they do exist they vary in name and composition, *e. g.*, the medical field unit in War Establishments is the field ambulance; in Australia there are still two units, the field hospital and the bearer company, while the same is the case in New Zealand.

14. The following is a copy of pages 21 and 22 of War Establishments, 1907-08, and shows the general lines of the organization of the field army to be maintained in the United Kingdom for service abroad:—

COMPOSITION OF BRIGADES, DIVISIONS AND ARMY TROOPS.*

A.—*Composition of Cavalry Brigade.*

Headquarters.
3 cavalry regiments.

B.—*Composition of a Cavalry Division.*

Headquarters.
4 cavalry brigades.
Cavalry divisional troops—
Cavalry divisional artillery—
Headquarters.
2 horse artillery brigades.
Cavalry divisional engineers—
Headquarters.
4 field troops.
1 wireless telegraph company.
1 cavalry divisional transport and supply column.
4 cavalry field ambulances.

C.—*Composition of an Infantry Brigade.*

Headquarters.
4 infantry battalions.

D.—*Composition of a Division.*

Headquarters.
3 infantry brigades.
Divisional troops—
Divisional mounted troops—
2 mounted infantry companies.
Divisional artillery—
Headquarters.
3 field artillery brigades.
1 field artillery (howitzer) brigade.
1 heavy battery and ammunition column.
1 divisional ammunition column.
Divisional engineers—
Headquarters.
2 field companies.
1 divisional telegraph company.
1 divisional transport and supply column.
1 divisional transport and supply park.
3 field ambulances.

* A few minor alterations have been made in the composition of these formations since this paper was drawn up. The necessary corrections have been made below.—25th November, 1908.

E.—*Composition of a Mounted Brigade.*

Headquarters.
1 cavalry regiment.
1 horse artillery battery and a mounted brigade ammunition column.
2 mounted infantry battalions.
1 mounted brigade transport and supply column.
1 cavalry field ambulance.

F.—*Composition of the Army Troops for a Force of a Cavalry Division and 6 Divisions.*

Army headquarters.
2 mounted brigades.
2 Imperial Yeomanry squadrons.
1 infantry battalion.
1 wireless telegraph company.
2 cable telegraph companies.
2 air-line telegraph companies.
3 balloon companies.
2 bridging trains.
1 army troops transport and supply column.
2 field ambulances.

In order more thoroughly to understand the organization in question, a study of the remainder of the book is necessary.

15. Coming now to practical proposals, it is submitted for the consideration of the conference that—

(i.) The same military terms should be adopted throughout the Empire, especially as regards the names applied to similar bodies of troops, *e.g.*, 'cavalry regiment,' 'field company,' 'infantry battalion.'

(ii.) Any unit which may be sent as part of a colonial contingent in war should be composed, as far as circumstances permit, of the numbers shown in War Establishments.

(iii.) When a number of units are sent they should be grouped in the same manner as shown in War Establishments.

(*a.*) When mounted troops are sent they should, if possible, be organized as mounted brigades, but there would be no need to differeniate between cavalry and mounted infantry in the brigade, and all these units might with advantage be on the cavalry war establishment.

(*b.*) When dismounted men are sent, they should be organized into divisions, if sufficient in number; if not, into infantry brigades, with a due proportion of divisional troops.

(iv.) Whatever the size of the contingent sent by a colony, it should be accompanied by the requisite number of administrative field units; these are necessary on the same scale as is provided for in War Establishments to meet its wants in the way of ammunition and supplies, and for attending to the sick and wounded. The administrative units held ready in the United Kingdom are only sufficient to deal with the requirements of the forces despatched from thence; consequently, unless units of this nature were sent with the colonial contingents, the fighting troops of one or the other force would have to go short.

(v.) Administrative units on the lines of communication should be provided entirely by the United Kingdom.

16. It may perhaps be asked why the war organization of the United Kingdom shall be adopted as the universal war organization of the Empire. The reason is that for many years to come the army despatched from the United Kingdom is likely to form the larger portion of the whole force engaged in any Imperial campaign, and that it is therefore simpler for the forces sent from the various colonies to conform to its organization than for it, and the forces from the remaining colonies to conform to that of any one colony. Further, the General Staff in London have facilities for the study of war organization which are not yet available in the case of any of the colonies. The war organization now being introduced has been worked out after the devotion of much attention to the question, and the careful study of the organization of the leading foreign armies. The work of the General Staff is proceeding continuously, and it is hoped that by this means constant improvement will be possible, and that the organization will advance concurrently with the progress of military science.

17. It may also be urged that, although the organization worked out by the General Staff may be that best suited for a great war, it may yet be unsuitable for the other duties for which the military forces of certain colonies are primarily intended. This is, of course, a question which must be weighed by the authorities of the colonies concerned, but the wisest principle to adopt in such cases is that any organization should be based upon the most important requirements which it is likely to have to meet; moreover, it will generally be possible so to adapt the organization that it can be made to serve more than one set of circumstances.

18. It is hoped that the representatives of the different colonies will use their influence on their return home to impress on their Governments the great additional strength which would accrue to the Empire should uniformity of war organization be achieved. The great services rendered in the past by the colonies show the value of any assistance which they are prepared to give in time of emergency, even without the advantages of a similar organization. In the future the value of such assistance would be still further increased if it could be given in a form which enables it to be at once fitted into its place in the organization of the army in the field. Every colony which sent a contingent to fight alongside the forces of the United Kingdom, and of other colonies, would then have the satisfaction of knowing that it was applying its aid in the manner in which it would be most effective and at the point where it was most required.

N. G. LYTTELTON,

14th March, 1907. *C. G. S.*

From Lord Crewe to Lord Grey.

DOWNING STREET, January 15, 1909.

MY LORD,

I have the honour to forward, for the consideration of Your Excellency's minister, copies of a letter from the War Office, inclosing and commenting on a memorandum which has been prepared by the General Staff on the subject of the creation of an Imperial General Staff for the service of the Empire as a whole.

2. This memorandum has been prepared in pursuance of the third resolution of the Imperial Conference of 1907, and His Majesty's government trust that the principles and procedure explained in it may meet with the acceptance from your government, and I hope that it will be welcomed as showing the lines on which action should be taken in developing and improving the existing organization of the Defence Forces of the Dominion.

3. I shall be glad to receive the observations of your ministers as soon as possible and if they accept the principles of the memorandum, it will be convenient if I can be informed by telegram. I propose to lay this despatch and its inclosures before parliament, as the question has attracted much public attention in this country, and was regarded by the Conference of 1907 as one in the united discussion and solution of which the whole Empire is deeply interested.

CREWE.

MEMORANDUM BY THE CANADIAN MINISTERS CONCERNING DEFENCE.

(Published as Appendix VI. of Papers relating to a Conference between the Secretary of State for the Colonies and the Prime Ministers of self-governing Colonies, 1902.)

The Canadian Ministers regret that they have been unable to assent to the suggestions made by Lord Shelborne respecting the Navy and by Mr. St. John Broderick respecting the Army. The Ministers desire to point out that their objections arise, not so much from the expense involved, as from a belief that the acceptance of the proposals would entail an important departure from the principle of colonial self-government. Canada values highly the measure of local independence which has been granted it from time to time by the Imperial authorities, and which has been so productive of beneficial results, both as respects the material progress of the country and the strengthening of the ties that bind it to the Motherland. But while, for these reasons, the Canadian Ministers are obliged to withhold their assent to the propositions of the Admiralty and the War Office, they fully appreciate the duty of the Dominion, as it advances in population and wealth, to make more liberal outlay for those necessary preparations of self-defence which every country has to assume and bear.

That the taxpayers of the United Kingdom should desire to be relieved of some of the burdens which they bear in connection with military expenditure is quite reasonable. Canada in the development of its own militia system will be found ready to respond to that desire by taking upon itself some of the services in the Dominion which have hitherto been borne by the Imperial government. What has already been done by Canada must give assurance of the disposition of the Canadian people to recognize their proper obligations.

In the early years of the Dominion an understanding was come to between the Imperial and Canadian governments that Canada should expend about $1,000,000 annually on her militia system. From time to time that expenditure has been voluntarily increased, and at present, apart from the special outlay in connection with the maintenance of the garrison at Halifax, the Dominion is expending about $2,000,000 annually on her militia.

The efficiency of the Canadian Militia Service having been called in question, it may be of interest to note that many improvements have been made during the past few years; notably the organization of an Army Medical Corps and the creation of an Army Service Corps, the strengthening of the headquarters and district staffs, the exercise of greater care in the selection of permanent force officers, and the affording of greater facilities for the training of the officers of the active militia.

A Militia Pension Law has been enacted for the staff and the permanent force. Annual drills in camps of instruction for the rural corps, and at battalion headquarters for city corps, has been carried out each year during the past six years. A school of musketry has been established at Ottawa, with most encouraging results; rifle-ranges have been and are being constructed at the public expense at important centres all over the Dominion, and financial aid is being afforded to local corps in smaller places for the same object. Rifle associations, whose members are pledged to military service if required, are being organized, and their formation encouraged by the loan of rifles and by grants of free ammunition. A reserve of officers has been established, and improvements have also been made in several other important respects.

The work done by the Militia Department in sending contingents to South Africa may be fairly cited as proof of reasonable efficiency. Without referring to anything which was done outside of the purely Canadian contingents, it is worthy of mention that the first contingent, under Colonel Otter, composed of 1,000 men drawn from every section of Canada embraced within 4,000 miles of territory lying between the Atlantic and Pacific oceans, was organized, fully equipped, and embarked within a period of 14 days; and that a second contingent, composed of 1,200 men, composed

of Field Artillery and Mounted Rifles, was shortly afterwards similarly organized, equipped and embarked within the space of three weeks.

But while thus calling attention to the progress that has already been made by Canada in her militia organization, the Ministers are far from claiming that perfection has been attained. If defects exist, there is every desire on the part of the Canadian Government to remove them, and for this purpose the advice and assistance of experienced Imperial officers will be welcomed and all reasonable efforts made to secure an efficient system.

At present Canadian expenditures for defence services are confined to the military side. The Canadian Government are prepared to consider the naval side of defence as well. On the seacoasts of Canada there is a large number of men admirably qualified to form a Naval Reserve, and it is hoped that at an early day a system may be devised which will lead to the training of these men and to the making of their services available for defence in time of need.

In conclusion, the Ministers repeat that, while the Canadian Government are obliged to dissent from the measures proposed, they fully appreciate the obligation of the Dominion to make expenditures for the purposes of defence in proportion to the increasing population and wealth of the country. They are willing that these expenditures shall be so directed as to relieve the taxpayer of the mother country from some of the burdens which she now bears; and they have the strongest desire to carry out their defence schemes in co-operation with the Imperial authorities, and under the advice of experienced Imperial officers, so far as this is consistent with the principle of local self-governmnt, which has proved so great a factor in the promotion of Imperial unity.

LONDON, 11th August, 1902.

The Honourable

The Minister of Militia and Defence.

Certified copy of a report of the Committee of the Privy Council, approved by His Excellency the Governor General on the 10th February, 1909.

The Committee of the Privy Council have had under consideration a despatch, dated 15th January, 1909, from the Right Honourable the Secretary of State for the Colonies, forwarding a letter from the War Office, dated 15th December, 1908, inclosing and commending to the attention of Your Excellency's Government a memorandum prepared by the General Staff, on the subject of the creation of an Imperial General Staff for the service of the Empire as a whole.

The Minister of Militia and Defence, to whom the said despatch and inclosures were referred, submits a report thereon (hereunto attached) in which he expresses the opinion that Your Excellency's Government may safely assent to the general principles proposed for adoption in the memorandum by the General Staff, and recommends, that, as requested in the above quoted Colonial Office letter, a cable message conveying that assent be addressed to the Colonial Office.

The committee, concurring in the said report of the Minister of Militia and Defence, submit the following as the text of the cable message to be sent by Your Excellency to the Right Honourable the Secretary of State for the Colonies:—

'Your despatch Canada 30 of January 15th. My Ministers fully accept the principles set forth in memorandum by General Staff. Despatch will follow explaining precise position of Dominion Government.'

The committee further advise that Your Excellency may be pleased to transmit a copy of this minute and of the annexed report to the Right Honourable the Secretary of State for the Colonies.

All which is respectfully submitted for approval.

F. K. BENNETTS,
Assistant Clerk of the Privy Council.
OTTAWA, February 9, 1909.

To His Excellency

The Governor General in Council.

1. The undersigned has the honour to report, for the information of Your Excellency in Council, that he has had under his consideration Colonial Office letter (Canada No. 30), dated 15th January, 1909, in which the Secretary of State for the Colonies forwards a letter from the War Office, dated 15th December, 1908, inclosing and commending to the attention of Your Excellency's Government a memorandum prepared by the General Staff, on the subject of the creation of an Imperial General Staff for the service of the Empire as a whole.

2. The undersigned, after full and careful consideration of the important question referred to him, is of the opinion that Your Excellency's Government may safely assent to the general principles proposed for adoption in the memorandum by the General Staff, and recommends that, as requested in the above quoted Colonial Office letter, a cable message conveying that assent be addressed to the Colonial Office.

3. At the same time, he is of opinion that it is advisable that, simultaneously with a general acceptance of the principles laid down in the memorandum referred to, the position of Your Excellency's Government upon certain points therein which especially appear to require attention should be precisely defined, and he, therefore, recommends that the cable message in question should further state that a despatch explaining this position will follow by the first mail. He submits the following as the text of the message:—

'Your despatch Canada 30 of January 15th. My Ministers fully accept the principles set forth in memorandum by General Staff. Despatch will follow explaining precise position of Dominion government.'

4. With regard to the despatch itself, the Minister of Militia recommends that it should state, that Your Excellency's government is prepared to give full assent to the general principles laid down, both in the letter of the War Office and in the memorandum prepared by the General Staff, and they do it all the more cordially in that they observe that, in the body of the memorandum itself the great principle of complete local control, by the responsible Ministers concerned, of the officers of the local section of the Imperial General Staff is fully safeguarded.

5. It will probably be within Your Excellency's recollection that, in the 'Memorandum by the Canadian Ministers concerning Defence,' which was drawn up at the Colonial Conference of 1902, the reasons given for dissenting from certain of the proposals laid before that Conference by the War Office and the Admiralty were stated to be, that 'the acceptance of the proposals would entail an important departure from the principle of colonial self-government.' This important question appears to be adequately provided for in the latter portion of the penultimate paragraph of page 8 of the present memorandum, in which it is stated that 'the full control of the Chief of the local section of the General Staff by his own government must be accepted from the outset.' It is further clearly laid down that, while Chiefs of the local sections of the General Staff are to 'keep in close communication with the Chief of the Imperial General Staff, they cannot receive orders from him. He will keep them informed as to what are considered, from an Imperial point of view, the correct general principles, and they will advise their governments as to the best method of applying these principles to local conditions and as to the risk of departing from them. When their advice is not accepted, it will be their duty to carry out whatever their respective governments may order.'

6. In regard to that portion of the paragraph quoted which states that 'the Chiefs of the local sections of the General Staff will keep in close communication with the Chief of the Imperial General Staff,' the undersigned is cordially in agreement with the proposal, but he is of opinion that, in order to avoid possible misunderstanding by the Chief of the Canadian section, of the views or intentions of the Dominion government, and consequent misrepresentation of those views to the Chief of the Im-

perial General Staff, it would be advisable to lay down definitely that all communication passing between the Chief of the Canadian section and the Chief of the Imperial General Staff, other than those on purely routine or ephemeral questions, must be submitted to the Minister of Militia for his concurrence before being despatched.

7. The Minister of Militia further feels it desirable that a definite assent should be given to the axiom (first paragraph of Part III., p. 9) that 'in order to qualify themselves for employment on the General Staff, officers must have been educated previously up to a certain common standard of military knowledge, and have become imbued with the requisite uniformity of thought and practice.

'This uniformity in training and thought can only be obtained by passing officers intended for General Staff work through a Staff College.'

8. The memorandum appears to contemplate the possibility of the Staff College at Camberley (England) which must, for some years to come, be the central school of higher military education for the whole Empire, becoming congested, should large numbers of officers from overseas be collected together there, and suggests, as a possible remedy, decentralization by the establishment of similar colleges in the oversea Dominions.'

9. The Minister of Militia holds the opinion that, in view of the improbability of any large increase of the Canadian Permanent Forces for some years to come, it is unlikely that the Dominion would, for a considerable period, be able to spare more than four officers of that force at any one time for a Staff College training. If this be so, then it would not be worth while for the Dominion to establish a Staff College of its own, and it would be preferable, subject to War Office concurrence, to continue to send these officers to the Staff College, Camberley, following the existing arrangement. Should this course entail on the War Office any addition, either to the accommodation at the College or to the number of the instructors, the Dominion government would, of course, be prepared to bear its share of the expense, calculated upon any equitable basis.

10. Closely allied with this part of the subject is the question, also considered in the memorandum, of the preliminary military education of regimental officers, in order to ensure that officers entering the Staff Colleges should have attained as uniform a standard of military knowledge as possible, so that they may profit to the utmost by the instruction given at those colleges. This question in Canada may present minor difficulties, to some extent adumbrated in the memorandum. In the opinion of the Minister, these may best be met by an extension of the functions of the Royal Military College, Kingston, and by including among its instructing staff specially selected officers from the educational branch of the Imperial General Staff.

11. Finally, the memorandum lays stress upon the advantages to be gained by the free interchange of officers between the various branches of the Imperial General Staff in the different parts of the Empire, and especially upon the great benefit which would result from periodical conferences of the Imperial General Staff, attended by representatives from all parts of the Empire, and held under the presidency of the Chief of the Imperial General Staff in London. The advantages indeed are obvious.

The acceptance of those proposals and those others already referred to would, doubtless, involve expenditure, but the resultant benefits are, in the Minister's opinion, so great as to outweigh enormously the comparatively small expense involved.

12. The following extract from the 'Memorandum by the Canadian Ministers concerning Defence,' of August, 1902, already referred to, states fully the policy which then commended itself, not only to the Government of Canada, but to the Dominion at large. In conclusion, the Ministers repeat that, while the Canadian Government are obliged to dissent from the measures proposed (in 1902), they fully appreciate the obligation of the Dominion to make expenditures for the purposes of defence in proportion to the increasing population and wealth of the country. They are willing that these expenditures should be so directed as to relieve the taxpayer of the Mother

Country of some of the burdens which he now bears; and they have the strongest desire to carry out their defence schemes in co-operation with the Imperial authorities and under the advice of experienced Imperial officers, so far as this is consistent with the principle of local self-government which has proved so great a factor in the promotion of Imperial unity.'

This extract from a memorandum written six years ago would appear to represent correctly the attitude of Your Excellency's Government at the present time.

F. W. BORDEN,
Minister of Militia and Defence.

SUPPLEMENTARY CONVENTION

RESPECTING THE

COMMERCIAL RELATIONS BETWEEN CANADA AND FRANCE

CONVENTION COMPLEMENTAIRE DE COMMERCE

ENTRE

LE CANADA ET LA FRANCE

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
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1909

[No. 101—1909.]

SUPPLEMENTARY CONVENTION RESPECTING THE COMMERCIAL RELATIONS BETWEEN CANADA AND FRANCE.

His Majesty the King of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, Emperor of India, and the President of the French Republic, being desirous of further improving and extending the commercial relations between Canada and France, have resolved to conclude with that object a Convention supplementary to the Convention of September 19th, 1907, and have named as their representative Plenipotentiaries, that is to say:

His Majesty the King of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, Emperor of India:

His Excellency the Right Honourable Francis Leveson Bertie, Knight Grand Cross of the Most Honourable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of Saint-Michael and Saint-George, Knight Grand Cross of the Royal Victorian Order, His Majesty's Ambassador Extraordinary and Plenipotentiary to the Government of the French Republic;

The Honourable William Stevens Fielding, a Member of His Majesty's Honourable Privy Council of Canada, a Member of the Parliament of Canada, Minister of Finance and Receiver General of Canada;

and the President of the French Republic:

Mr. Stephen Pichon, Senator, Minister of Foreign Affairs;

Mr. Joseph Caillaux, Deputy, Minister of Finance;

Mr. Jean Cruppi, Deputy, Minister of Commerce and Industry;

Mr. Joseph Ruau, Deputy, Minister of Agriculture.

Who, after communicating to each other their respective full powers found in good and due form, have agreed upon the following articles:

CONVENTION COMPLEMENTAIRE DE COMMERCE ENTRE LE CANADA ET LA FRANCE.

Sa Majesté le Roi du Royaume-Uni de la Grande-Bretagne et d'Irelande et des Territoires Britanniques au delà des Mers, Empereur des Indes, et le President de la République Française, également animés du désir d'améliorer et d'étendre les relations commerciales entre le Canada et la France, ont résolu de conclure une Convention complémentaire de la Convention du 19 septembre 1907, et ont nommé pour leurs Plénipotentiaires respectifs, savoir :

Sa Majesté le Roi du Royaume-Uni de la Grande-Bretagne et d'Irlande et des Territoires Britanniques au delà des Mers, Empereur des Indes:

Son Excellence le Très Honorable Sir Francis Leveson Bertie, Chevalier Grand' Croix du Très Honorable Ordre du Bain, Chevalier Grand'Croix du Très Honorable Ordre de Saint-Michel et Saint-Georges, Chevalier Grand'Croix de l'Ordre Royal Victoria, Son Ambassadeur Extraordinaire et Plénipotentiaire près le Gouvernement de la République Française:

L'honorable William Stevens Fielding, Membre de l'Honorable Conseil Privé de Sa Majesté pour le Canada, Membre du Parlement du Canada, Ministre des Finances et Receveur Général du Canada;

Et le Président de la République Française:

M. Stéphen Pichon, Sénateur, Ministre des Affaires Etrangères;

M. Joseph Caillaux, Député, Ministre des Finances;

M. Jean Cruppi, Député, Ministre du Commerce et de l'Industrie;

M. Joseph Ruau, Député, Ministre de l'Agriculture.

Lesquels, après s'être communiqué leurs pleins pouvoirs respectifs trouvés en bonne et due forme sont convenus des articles suivants:

ARTICLE 1.

The schedule A annexed to the Commercial Convention of September 19th, 1907, between Canada and France is modified as follows:

Canadian products enjoying the minimum tariff:

No. of French Tariff.	Products.	Observations.
4	Oxen	To the exclusion of animals in fat condition for butchering.
5	Cows	
6	Bulls	
7	Bullocks, Steers and Heifers.	

ARTICLE 2.

The state of the animals included in Article I shall, under the conditions of the declarations contained in the notes attached to this Convention, be determined by sworn special Agents of the Ministry of Agriculture, whose findings shall be final.

ARRTICLE 3.

This Convention, after being approved by the Parliament of Canada and by the French Chambers, shall be ratified and the ratifications shall be exchanged at Paris as soon as practicable.

It shall come into force immediately after the completion of that formality and shall remain in force for a period of ten years, unless, however, one of the contracting Parties shall within such period signify to the other Party its intention to terminate this Convention, in which case this Convention shall cease to have effect twelve months after the reception by the other Party of the notification as above.

In case neither of the Contracting Parties shall have signified before the expiry of such term the intention of terminating this supplementary Convention, it shall remain binding until expiry of twelve months from the day on which either of the two Parties shall have denounced it.

ARTICLE 1.

Le tableau A annexé à la Convention de commerce du 19 septembre 1907, entre le Canada et la France est modifié ainsi qu'il suit:

Produits canadiens bénéficiant du tarif minimum:

N° de tarifs français.	Désignation des produits.	Observations.
4	Boeufs	à l' exclusion des animaux en état d'engraissement pour la boucherie.
5	Vaches	
6	Taureaux	
7	Bouvillons, Taurillons et Génisses.	

ARTICLE 2.

L'état des animaux compris à l'article premier sera, dans les conditions précisées par les lettres ci-après annexées, déterminé par les Agents spéciaux assermentés du Ministère de l'Agriculture, dont les constatations seront définitives.

ARTICLE 3.

La présente Convention, après avoir été approuvé par le Parlement du Canada et par les Chambres Françaises, sera ratifiée et les ratifications en seront échangées à Paris aussitôt que faire se pourra.

Elle entrera en vigueur immédiatement après l'accomplissement de cette formalité et demeurera exécutoire pendant une période de dix années, à moins cependant que l'une des parties contractantes ne vienne, au cours de cette période, à notifier à l'autre partie son intention de mettre fin à la Convention, auquel cas la présente Convention cessera ses effets douze mois après la réception par l'autre partie de la notification en question.

Dans le cas où aucune des Parties contractantes n'aurait notifié avant l'expiration du terme ainsi fixé son intention de faire cesser les effets de la présente Convention complémentaire, celle-ci restera en vigueur jusqu'à l'expiration de douze mois, à partir du jour où l'une ou l'autre des Parties l'aura dénoncée.

IN WITNESS WHEREOF the respective Plenipotentiaries have signed this Convention supplementary and have affixed thereto their seals.

Done in duplicate at Paris, on the 23rd January, 1909.

[L.S.] FRANCIS BERTIE,
Signed
[L.S.] W. S. FIELDING.

EN FOI DE QUOI, les soussignés ont dressé la présente Convention complémentaire et y ont apposé leurs cachets.

Fait à Paris, en double exemplaire, le 23 janvier 1909.

[L.S.] S. PICHON,
[L.S.] J. CAILLAUX,
Signé
[L.S.] JEAN CRUPPI,
[L.S.] J. RUAU.

ANNEXES.

PARIS, le 8 janvier 1909.

Monsieur Fielding, ministre des Finances du Gouvernement canadien, à monsieur Ruau, ministre de l'Agriculture de la République Française.

MONSIEUR LE MINISTRE,—A la suite des négociations poursuivies depuis quelques jours entre le Gouvernement français et moi-même tendant à la modification du tableau A de la Convention commerciale franco-canadienne du 19 septembre 1907 par l'exclusion, de la liste des produits canadiens jouissant du bénéfice du tarif minimum, des animaux en état d'engraissement pour la boucherie, j'ai examiné votre suggestion d'adopter un pourcentage de viande nette comme ligne de démarcation entre les animaux bénéficiant du tarif minimum et ceux qui en sont exclus. Je suis d'opinion qu'il ne serait pas opportun d'inclure ce modus operandi dans la Convention elle-même, car cette suggestion ne touche qu'au mode d'exécution.

Je préférerais que la rédaction projetée fût inscrite dans notre accord en termes généraux qui indiqueraient bien notre pensée commune, et je laisserais au Gouvernement français le soin de donner à cette clause complémentaire une interprétation juste et équitable au moyen de règlements de douane. Si les autorités françaises croient devoir adopter cette méthode de pourcentage, nous n'y objectons aucunement car elle pourrait être changée ou modifiée au cas où l'expérience démontrerait que cette méthode ne donne pas satisfaction, et le Gouvernement canadien se réserverait alors le droit de faire les représentations voulues à votre Gouvernement.

Veuillez accepter, Monsieur le Ministre, l'assurance de ma haute considération.

Signé W. S. FIELDING.

PARIS, le 8 janvier 1909.

Monsieur Ruau, Ministre de l'Agriculture de la République Française, à Monsieur Fielding, Ministre des Finances du Gouvernement canadien.

EXCELLENCE,—Les négociations qui se sont poursuivies ces jours derniers entre vous et le Gouvernement français avaient pour effet, en ce qui concerne mon Département de modifier le tableau A de la Convention franco-canadienne du 19 septembre 1907, par l'exclusion, aux articles 4, 5, 6, 7 de la liste des produits canadiens devant jouir du tarif minimum, des animaux en état d'engraissement pour la boucherie. Vous avez bien voulu me faire savoir, par votre lettre en date du 8 janvier 1909 que, sans repousser le système de la fixation d'un pourcentage de viande nette comme moyen d'établir une ligne de démarcation entre les animaux qui ne devront acquitter que les droits du tarif minimum et ceux soumis aux droits du tarif général, vous préfériez que la rédaction projetée fût inscrite dans notre accord en termes généraux. Vous avez ajouté que vous laissiez au Gouvernement français, le soin de donner à cette clause une interprétation juste et équitable, au moyen de règlements de douane. Dans le cas où les autorités françaises adopteraient la méthode de pourcentage dont il est parlé plus haut, le Gouvernement canadien n'y ferait aucune objection, étant entendu que si l'expérience démontrait qu'elle ne donne pas satisfaction, votre Gouvernement se réservait alors le droit de faire les représentations voulues au gouvernement français.

J'ai l'honneur, en réponse à votre communication, de vous informer que nous sommes pleinement d'accord sur la rédaction suivante à inscrire au Tableau A de la

Convention du 19 septembre 1907 intéressant les produits canadiens jouissant du tarif minimum.

N° du tarif français.	Produits.
4.	Bœufs (1)
5.	Vaches (1)
6.	Taureaux (1)
7.	Bouvillons, taurillons et génisses (1)

(1) A l'exclusion des animaux en état d'engraissement pour la boucherie.

En ce qui concerne le système à appliquer pour apprécier quels seront les animaux à soumettre soit au régime du tarif minimum, soit au régime du tarif général, le Gouvernement français se réserve la faculté de suivre la méthode du pourcentage de viande nette ou tout autre juste et équitable. Etant bien entendu d'ailleurs, et pour éviter toute contestaion entre les importateurs et le Gouvernement français, que l'état des animaux au point de vue qui nous occupe sera déterminé par des agents spéciaux assermentés, du ministère de l'Agriculture, dont les constatations seront définitives.

J'ajouterai que, dans le cas improbable où l'expérience démontrerait à nos deux Gouvernements, et en se basant sur une série de faits bien constatés, que la méthode appliquée par l'Administration française est défectueuse, le Gouvernement canadien et le Gouvernement français rechercheraient d'un commun accord, un autre *modus operandi.*

Veuillez agréer, Excellence, l'assurance de ma haute considération.

LE MINISTRE DE L'AGRICULTURE.

(Signé) J. RUAU.

TRANSLATION OF LETTERS ANNEXED TO THE CONVENTION.

PARIS, January 8, 1909.

Mr. Fielding, Minister of Finance of the Canadian government, to Mr. Ruau, Minister of Agriculture of the French Republic.

SIR,—As a result of the recent negotiations between members of the French Government and myself with a view to the re-casting of Schedule '*A*' of the Franco-Canadian Commercial Convention of the 19th September, 1907, by the exclusion, from the list of the Canadian products enjoying the benefit of the minimum tariff, of animals in fat condition for butchering, I have considered your suggestion to adopt a percentage of neat meat as a line of demarcation between animals to be admitted under the minimum tariff and those excluded therefrom. I am of opinion that it would not be expedient to include this *modus operandi* in the Convention itself as it touches only the methods of carrying out what is proposed.

I would prefer that the proposed formula be inscribed in our agreement in general terms indicating our mutual understanding, and I would leave with the French Government the duty of giving to this complementary clause a fair and reasonable interpretation by means of Customs regulations. We would have no objection whatever to the adoption by the French authorities of the percentage method, should they prefer that method, as it could be changed or modified in case the working out of said method would demonstrate that it does not give satisfaction, and the Canadian Government would reserve then to itself the right of making necessary representations to your Government.

I am, sir, with the highest regard,
Yours very truly,

(Signed.) W. S. FIELDING.

PARIS, January 8, 1909.

Mr. Ruau, Minister of Agriculture of the French Republic, to Mr. Fielding, Minister of Finance of the Canadian Government.

EXCELLENCY,—The object of the negotiations which have been proceeded with for these last few days between yourself and the French Government, was, as far as my own Department is concerned, to modify Schedule '*A*' of the Franco-Canadian Convention of September 19, 1907, by the exclusion from items 4, 5, 6, 7 of the list of the Canadian products admitted to the benefits of the minimum tariff, of animals in fat condition for butchering. By your letter dated January 8, 1909, you were good enough to let me know that, without rejecting the suggested system of a fixed percentage of neat meat as a fair line of demarcation between animals enjoying the minimum tariff and those submitted to the general tariff, you would prefer that the proposed change should be inscribed in our agreement in general terms; and you add to this that you would leave to the French Government the duty of interpreting this clause as fairly and reasonably as possible by means of Customs regulations In case of the adoption by the French authorities of the percentage system above mentioned, the Canadian Government would make no objection to said adoption, it being understood that should the experiment be found unsatisfactory, your Government would reserve to itself the right of making the necessary representations to the French Government.

In answer to your communication, I have the honour to inform you that we are fully in accord as to the following formula to be used in Schedule '*A*' of the Convention of September 19th, 1907, as to the Canadian products enjoying the minimum tariff:—

No. of the French tariff.	Products.
4	Oxen (I)
5	Cows (I)
6	Bulls (I)
7	Bullocks, steers, and heifers (I)

(I) To the exclusion of animals in fat condition for butchering.

With regard to the system to be applied in order to ascertain what animals are to be subject to the minimum tariff and what to the general tariff, the French Government reserves to itself the right to follow the method of the percentage of neat meat or any other fair and equitable method, it being well understood, that, in order to avoid any dispute between the importers and the French Government, the condition of the animals, as to the matter in hand, shall be determined by duly sworn special agents of the Ministry of Agriculture, whose findings shall be final.

I beg to add that in the unlikely event of experience founded on a series of well authenticated instances demonstrating to our two governments that the method adopted by the French Government is defective the Governments of Canada and France would jointly seek another *modus operandi*.

May I beg you will kindly accept, Excellency, the assurance of my high esteem.

THE MINISTER OF AGRICULTURE,

(Signed.) J. RUAU.

CORRESPONDENCE

RELATING TO

SUPPLEMENTARY CONFERENCE

RESPECTING

COMMERCIAL RELATIONS BETWEEN CANADA AND FRANCE

CORRESPONDANCE

RELATIVE À LA

CONVENTION COMPLEMENTAIRE DE COMMERCE

ENTRE

LE CANADA ET LA FRANCE

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CORRESPONDENCE RELATING TO SUPPLEMENTARY CONVENTION RESPECTING COMMERCIAL RELATIONS BETWEEN CANADA AND FRANCE.

Monsieur Fielding, ministre des Finances du Gouvernement canadien, à monsieur Pichon, ministre des Affaires Etrangères de la République Française.

PARIS, le 7 janvier 1909.

MONSIEUR LE MINISTRE,—Après de nombreux pourparlers entre quelques-uns des membres du Gouvernement français et moi-même concernant la Convention commerciale franco-canadienne signée à Paris le 19 septembre 1907, j'ai l'honneur de vous informer que, sous réserve de l'approbation du Parlement du Canada, je consens, au nom du Gouvernement canadien, à la rédaction suivante du tableau A de la Convention qui comprend la liste des produits canadiens jouissant des avantages du tarif minimum,—tous et chacun des articles suivants devant apparaître désormais ainsi au dit tableau A:—

"Nos du tarif français.	Produits.
4.	..Bœufs,
5.	..Vaches,
6.	..Taureaux,
7.	..Bouvillons, taurillons et génisses,

à l'exclusion des animaux en état d'engraissement pour la boucherie".

Je vais en conférer avec le Très Honorable Sir Edward Grey, ministre des Affaires Etrangères de Sa Majesté le Roi, et le prier de confirmer cette entente par une note adressée à l'Ambassadeur de France à Londres, ou de telle autre manière qui sera jugée convenable par le Gouvernement de Sa Majesté et le Gouvernement français.

Je serais heureux de recevoir de votre part l'assurance que cette rédaction du tableau A de la Convention du 19 septembre 1907 est agréable au Gouvernement français.

Veuillez agréer, Monsieur le Ministre, l'assurance de ma haute considération.

(Signé) W. S. FIELDING.

M. PICHON,
Ministre des Affaires Etrangères,
Paris.

(Translation.)

Mr. Fielding, Minister of Finance of the Canadian Government, to Mr. Pichon, Minister of Foreign Affairs of the French Republic.

PARIS, January 7, 1909.

Mr. MINISTER.—As a result of the negotiations between members of the French government and the undersigned concerning the convention respecting the commercial relations between France and Canada, signed at Paris, the 19th September, 1907, I have

the honour to inform you that, subject to the approval of the Canadian Parliament, I hereby consent, on behalf of the Canadian government, to the following re-casting of Schedule A of the Convention, being a 'List of Canadian products enjoying the benefit of the Minimum Tariff.'

Each and every one of the following items shall appear henceforth in the said Schedule A as follows:—

" Nos. of the French Tariff.	Products.
4	Oxen,
5	Cows,
6	Bulls,
7	Steers, bullocks and heifers.

excluding animals in fat condition for butchering."

I shall communicate with the Right Honourable Sir Edward Grey, His Majesty's Principal Secretary of State for Foreign Affairs, and ask him to confirm this arrangement by a note addressed to the French Ambassador in London, or in such other manner as may be deemed convenient by His Majesty's government and the French government.

I should be happy to receive the assurance that this recasting of Schedule A of the Convention of the 19th September, 1907, is agreeable to the French government.

Accept, Mr. Minister, the assurance of my high esteem.

(Signed) W. S. FIELDING.

Mr. Pichon,
Minister of Foreign Affairs,
Paris.

Le ministre des Affaires Etrangères à l'honorable W. S. Fielding, ministre des Finances du Canada.

Paris, le 7 janvier 1909.

Monsieur le Ministre,—Vous avez bien voulu me faire savoir que V.E. a consenti, au nom du gouvernement du Dominion et sous réserve de l'approbation du Parlement canadien, à modifier la rédaction du tableau A annexé à la Convention de commerce du 19 septembre 1907. Ce tableau comprend la liste des produits canadiens appelés à bénéficier des avantages du tarif minimum français: Une accolade serait ajoutée aux N^os^ 4, 5, 6, 7 qui apparaîtraient desormais de la façon suivante:—

N^os^ du tarif français.	Désignation des produits.	
4	Bœufs	à l'exclusion des animaux en état d'engraissement pour la boucherie.
5	Vaches	
6	Taureaux	
7	Bouvillons, taurillons et génisses	

Je puis vous donner l'assurance, au nom du Gouvernement de la République, qu'il accepte bien volontiers cette modification au texte primitif du tableau A.

D'autre part, en ce qui concerne l'application de cette convention nouvelle, il serait stipulé que l'état des animaux compris à l'article ci-dessus sera dans les conditions précisées par les lettres ci-après annexées, déterminé par des agents spéciaux assermentés, du ministère de l'Agriculture, dont les constatations seront définitives.

Je serais heureux d'apprendre que le Gouvernement de Sa Majesté a bien voulu adopter ces nouvelles rédactions et dès que j'en en aurai reçu l'assurance, je m'empresserais de les soumettre à l'approbation du Parlement français.

Veuillez agréer, Monsieur le Ministre, les assurances de ma haute considération.

(Signé) S. PICHON.

(Translation.)

The Minister of Foreign Affairs of the French Republic to the Honourable W. S. Fielding, Minister of Finance of Canada.

PARIS, January 7, 1909.

SIR,—You have been so good as to inform me that Y.E. has consented, in the name of the government of the Dominion, and under reserve of the Canadian Parliament's approval, to modify the formula of Schedule A annexed to the Commercial Convention of September 19, 1907. This schedule includes the list of Canadian products which are intended to enjoy the privileges of the French minimum tariff; a bracket would be added to Nos. 4, 5, 6, 7, which would appear henceforth as follows:—

Nos. of the French Tariff.	Designation of Products.	
4	Oxen	to the exclusion of animals in fat condition for butchering.
5	Cows	
6	Bulls	
7	Bullocks, steers and heifers	

This modification of the first text of Schedule A is most willingly accepted by the government of the Republic; I can give you this assurance in its name.

On the other hand, as to the application of this new Convention, it would be stipulated that the state of the animals included in the above article shall be, under the conditions specified in the annexed letters, determined by duly sworn special agents of the Ministry of Agriculture, whose decision shall be final.

I would be happy to learn that the government of H.M. has consented to adopt this new drafting and, as soon as I have received assurance that it has been so adopted, I will hasten to submit the same to the French parliament's approval.

Kindly accept, Sir, the assurance of my highest regard.

(Signed) S. PICHON.

Monsieur Fielding, ministre des Finances du Gouvernement canadien, à monsieur Ruau, ministre de l'Agriculture de la République Française.

PARIS, le 8 janvier 1909.

MONSIEUR LE MINISTRE,—A la suite des négociations poursuivies depuis quelques jours entre le Gouvernement français et moi-même, tendant à la modification du tableau A de la Convention commerciale franco-canadienne du 19 septembre 1907, par l'exclusion de la liste des produits canadiens jouissant du bénéfice du tarif minimum, des animaux en état d'engraissement pour la boucherie, j'ai examiné votre suggestion d'adopter un pourcentage de viande nette comme ligne de démarcation entre les animaux bénéficiant du tarif minimum et ceux qui en sont exclus. Je suis d'opinion qu'il ne serait pas opportun d'inclure ce *modus operandi* dans la Convention elle-même, car cette suggestion ne touche qu'au mode d'exécution.

Je préfèrerais que la rédaction projetée fût inscrite dans notre accord en termes généraux qui indiqueraient bien notre pensée commune, et je laisserais au Gouvernement français le soin de donner à cette clause complémentaire une interprétation juste et équitable au moyen de règlements de douane. Si les autorités françaises croient devoir adopter cette méthode de pourcentage, nous n'y objectons aucunement,, car elle pourrait être changée ou modifiée au cas où l'expérience démontrerait que cette méthode ne donne pas satisfaction, et le Gouvernement canadien se réserverait alors le droit de faire les représentations voulues à votre Gouvernement.

Veuillez accepter, Monsieur le Ministre, l'assurance de ma haute considération.

(Signé) W. S. FIELDING.

(Translation.)

Mr. Fielding, Minister of Finance of the Canadian Government, to Mr. Ruau, Minister of Agriculture of the French Republic.

PARIS, January 8, 1909.

SIR,—As a result of the recent negotiations between members of the French government and myself with a view to the re-casting of Schedule A of the Franco-Canadian Commercial Convention of the 19th September, 1907, by the exclusion, from the list of the Canadian products enjoying the benefit of the minimum tariff, of animals in fat condition for butchering, I have considered your suggestion to adopt a percentage of neat meat as a line of demarcation between animals to be admitted under the minimum tariff and those excluded therefrom. I am of opinion that it would not be expedient to include this *modus operandi* in the convention itself, as it touches only the methods of carrying out what is proposed.

I would prefer that the proposed formula be inscribed in our agreement in general terms indicating our mutual understanding, and I would leave with the French government the duty of giving to this complementary clause a fair and reasonable interpretation by means of customs regulations. We would have no objection whatever to the adoption by the French authorities of the percentage method, should they prefer that method, as it could be changed or modified in case a trial of it were to demonstrate that it did not give satisfaction, and the Canadian government would reserve then to itself the right of making necessary representations to your government.

I am, Sir, with the highest regard,

Yours very truly,

(Signed) W. S. FIELDING.

Monsieur Ruau, ministre de l'Agriculture de la République Française, à monsieur Fielding, ministre des Finances du Gouvernement canadien.

PARIS, le 8 janvier 1909.

EXCELLENCE,—Les négociations qui se sont poursuivies ces jours derniers entre vous et le gouvernement français avaient pour effet, en ce qui concerne mon département, de modifier le tableau A de la convention franco-canadienne du 19 septembre 1907, par l'exclusion, aux articles 4, 5, 6, 7 de la liste des produits canadiens devant jouir du tarif minimum, des animaux en état d'engraissement pour la boucherie. Vous avez bien voulu me faire savoir, par votre lettre en date du 8 janvier 1909 que,

sans repousser le système de la fixation d'un pourcentage de viande nette comme moyen d'établir une ligne de démarcation entre les animaux qui ne devront acquitter que les droits du tarif minimum et ceux soumis aux droits du tarif général, vous préfériez que la rédaction projetée fut inscrite dans notre accord en termes généraux. Vous avez ajouté que vous laissiez au gouvernement français, le soin de donner à cette clause une interprétation juste et équitable, au moyen de règlements de douane. Dans le cas où les autorités françaises adopteraient la méthode de pourcentage dont il est parlé plus haut, le gouvernement canadien n'y ferait aucune objection, étant entendu que si l'expérience démontrait qu'elle ne donne pas satisfaction, votre gouvernement se réserverait alors le droit de faire les représentations voulues au gouvernement français.

J'ai l'honneur, en réponse à votre communication, de vous informer que nous sommes pleinement d'accord sur la rédaction suivante à inscrire au tableau A de la convention du 19 septembre 1907, intéressant les produits canadiens jouissant du tarif minimum:—

Nos du tarif français.	Produits.
4.	Bœufs (1)
5.	Vaches (1)
6.	Taureaux (1)
7.	Bouvillons, taurillons et génisses (1)

(1) A l'exclusion des animaux en état d'engraissement pour la boucherie.

En ce qui concerne le système à appliquer pour apprécier quels seront les animaux à soumettre soit au régime du tarif minimum, soit au régime du tarif général, le gouvernement français se réserve la faculté de suivre la méthode du pourcentage de viande nette ou tout autre juste et équitable. Etant bien entendu d'ailleurs, et pour éviter toute contestation entre les importateurs et le gouvernement français, que l'état des animaux au point de vue qui nous occupe sera déterminé par des agents spéciaux assermentés, du ministère de l'Agriculture, dont les constatations seront définitives.

J'ajouterai que, dans le cas improbable où l'expérience démontrerait à nos deux gouvernements, et en se basant sur une série de faits bien constatés, que la méthode appliquée par l'administration française est défectueuse, le gouvernement canadien et le gouvernement français rechercheraient, d'un commun accord, un autre *modus operandi*.

Veuillez agréer, Excellence, l'assurance de ma haute considération.

Le ministre de l'Agriculture.

(Signé) J. RUAU.

(Translation.)

Mr. Ruau, Minister of Agriculture of the French Republic, to Mr. Fielding, Minister of Finance of the Canadian Government.

PARIS, January 8, 1909.

EXCELLENCY.—The object of the negotiations which have been proceeded with for these last few days between yourself and the French government, was, as far as my own department is concerned, to modify Schedule A of the Franco-Canadian Convention of September 19, 1907, by the exclusion from items 4, 5, 6, 7, of the list of the Canadian products admitted to the benefits of the minimum tariff, of animals in fat condition for butchering. By your letter dated January 8, 1909, you were good enough to let me know that, without rejecting the suggested system of a fixed percentage of neat meat as a fair line of demarcation between animals enjoying the minimum tariff and those submitted to the general tariff, you would prefer that the proposed change

should be inscribed in our agreement in general terms; and you add to this that you would leave to the French government the duty of interpreting this clause as fairly and reasonably as possible by means of customs regulations. In case of the adoption by the French authorities of the percentage system above mentioned, the Canadian government would make no objection to said adoption, it being understood that should the experiment be found unsatisfactory, your government would reserve to itself the right of making the necessary representations to the French government.

In answer to your communication, I have the honour to inform you that we are fully in accord as to the following formula to be used in Schedule A of the Convention of September 19, 1907, as to the Canadian products enjoying the minimum tariff.

No. of the French Tariff.	Products.
4	Oxen (I)
5	Cows (I)
6	Bulls (I)
7	Bullocks, steers and heifers (I)

(I) To the exclusion of animals in fat condition for butchering.

With regard to the system to be applied in order to ascertain what animals are to be subject to the minimum tariff and what to the general, the French government reserves to itself the right to follow the method of the percentage of neat meat or any other fair and equitable method, it being well understood, that, in order to avoid any dispute between the importers and the French government, the condition of the animals, as to the matter in hand, shall be determined by duly sworn special agents of the Ministry of Agriculture, whose findings shall be final.

I beg to add that in the unlikely event of experience, founded on a series of well authenticated instances, demonstrating to our two governments that the method adopted by the French government is defective, the governments of Canada and France would jointly seek another *modus operandi.*

May I beg you will kindly accept, Excellency, the assurance of my high esteem.

The Minister of the Agriculture,

(Signed) J. RUAU.

REPUBLIQUE FRANÇAISE.

Monsieur Cruppi, Ministre du Commerce de la République Française à Monsieur Fielding, Ministre des Finances du Gouvernement canadien.

PARIS, le 7 janvier 1909.

MONSIEUR LE MINISTRE,—A la suite de nos divers entretiens relatifs à la convention intervenue entre le Canada et la France, à la date du 19 septembre 1907, j'ai l'honneur de vous prier de vouloir bien répondre aux questions ci-après:

I. Comme il résulte de l'interprétation donnée par le Gouvernement britannique au mois d'avril 1908 à la Convention anglo-suisse de 1855, que la Suisse doit être comprise au nombre des pays susceptibles de jouir au Canada du traitement de la nation la plus favorisée, l'attention du Gouvernement français a été appelée sur ce fait que la publication officielle du Ministère des Douanes du Canada ayant servi aux négociations ne mentionnait pas la Suisse parmi les nations bénéficiant de ce traitement. Une question a été posée au Gouvernement du Dominion et il résulte des explications données par Sir Wilfrid Laurier au Consul général de France à Montréal, que l'omission de la Suisse sur la dite liste provient d'une erreur qui se serait glissée dans un document officiel publié bien antérieurement?

II. En ce qui concerne l'interprétation à donner à l'article 8 de la Convention franco-canadienne stipulant que, pour bénéficier des conditions tarifaires les produits originaires de France, d'Algérie, des possessions et Colonies françaises, devront être transportés sans transbordement d'un port français, algérien ou colonial ou d'un port d'un territoire jouissant du tarif préférentiel ou du tarif intermédiaire dans un port maritime ou fluvial du Canada, le Gouvernement français désirerait recevoir des réponses aux questions ci-après:

1. D'après l'article 5 de la loi douanière canadienne cette prescription n'est pas applicable, quant à présent, aux produits originaires de la Grande-Bretagne; cet article prévoit, en effet, que le tarif de préférence britannique ne s'appliquera aux produits apportés au Canada par voie directe d'un port canadien qu'à partir de la date qui doit être fixée par le Gouverneur en Conseil, dans une proclamation publiée dans la *Gazette du Canada*. La proclamation visée dans cet article n'a pas encore été rendue.

2. En hiver les marchandises ne peuvent parvenir directement à Montréal en raison des glaces qui couvrent et obstruent le Saint-Laurent; elles doivent donc être débarquées dans l'un des ports de St-John ou Halifax.

Ces ports sont-ils en état de faire face à un trafic tel que celui qui est susceptible de s'effectuer entre la France et le Canada et les moyens de transport de St-John ou Halifax à Montréal sont-ils établis de telle façon que les marchandises n'aient pas à supporter des frais de transport plus considérables que ceux qu'elles supporteraient si elles étaint expédiées à Montréal *viâ* New-York?

3. Le fret que devront payer les marchandises françaises pour aller directement d'un port français dans un port canadien va-t-il subir une majoration du fait de l'obligation de transport direct qui lui est imposée?

Le Gouvernement canadien en attribuant une subvention à une ligne de navigation directe entre la France et le Canada s'est-il réservé un pouvoir de contrôle sur la compagnie qui exploitera cette ligne, particulièrement au sujet du taux du fret afin d'empêcher un écart injustifié entre le fret réclamé par cette compagnie et celui fixé par les autres compagnies transatlantiques, notamment par celles allant à New-York?

4. Sera-t-il possible de communiquer régulièrement aux intéressés le taux de frets afin de pouvoir le faire afficher à la Bourse de Commerce du Havre?

5. Les exportateurs français pourront-ils avoir des connaissements directs pour Montréal, *viâ* Halifax ou un autre port canadien, avec tarifs combinés pour parcours en chemin de fer, et peut-on, dès à présent, donner connaissance des frets et des tarifs de transport en vigueur pour les marchandises à destination de la province de Montréal?

6. Les lignes directes de navigation qui existent actuellement entre l'Angleterre et le Canada ont-elles des départs réguliers plus nombreux que ceux qui vont être établis par la ligne subventionnée? Peut-on déclarer que ces départs vont se combiner avec les services de la ligne subventionnée de telle façon que les marchandises françaises ne subissent pas de retard préjudiciable faute de départ?

7. L'article 8 permet de dire que lorsqu'un navire fait simplement escale dans un port d'un pays ne jouissant ni du tarif préférentiel, ni du tarif intermédiaire, New-York, par exemple, sans qu'il y ait transbordement de la marchandise, cette marchandise conserve le bénéfice des réductions de droits de douane, à l'entrée au Canada, prévues par la Convention. Le gouvernement canadien peut-il déclarer d'une façon formelle qu'il n'y a aucun doute sur cette manière d'interpréter cette disposition?

III. Dans quelles conditions est assuré le service de la surveillance sur la frontière du Canada et des Etats-Unis, notamment dans la région des lacs et la région de l'ouest, et cette surveillance peut-elle empêcher la pénétration en fraude de marchandises des Etats-Unis sur le territoire canadien d'où elles seraient ensuite expédiées en réclamant

le bénéfice des avantages douaniers exclusivement accordés par la Convention aux marchandises d'origine canadienne?

IV. Dans quelles conditions de surveillance spéciale (plombage, etc...) s'effectue le transit des marchandises étrangères à travers le Canada, et le gouvernement français peut-il être assuré que les dispositions des règlements douaniers canadiens offrent des garanties suffisantes pour qu'il n'y ait pas à redouter que des marchandises originaires des Etats-Unis soient expédiées en France comme étant d'origine canadienne et susceptibles, dès lors, de bénéficier des avantages de la Convention?

V. L'article 12 de la Convention dispose expressément que les produits originaires de France, d'Algérie, des colonies et possessions françaises ne peuvent être assujettis au Canada à des droits d'accise, de consommation intérieure ou d'octroi autres ou plus élevés que ceux qui grèvent les produits similaires canadiens.

Les Français, négociants ou commis voyageurs, sont-ils assujettis, dans certaines provinces du Canada à des taxes ou licences plus élevées que celles exigées des nationaux?

J'espère que les éclaircissements que vous voudrez bien me fournir sur les points que je vous signale me permettront de répondre à certaines objections et, correspondant ainsi au sentiment amical dans lequel nous les avons ensemble examinés, faciliteront la ratification définitive de la Convention.

Veuillez agréer, monsieur le Ministre, l'expression de ma haute considération.

(Signé) JEAN CRUPPI.

(Translation.)

Mr. Cruppi, Minister of Commerce of the French Republic, to Mr. Fielding, Minister of Finance of the Government of Canada.

PARIS, January 7, 1909.

Mr. MINISTER.—As a result of our several interviews relative to the convention between Canada and France, dated the 19th September, 1909, I have the honour to beg you to be good enough to reply to the questions hereafter:—

I. As it follows from the interpretation given by the British government in the month of April, 1908, to the Anglo-Swiss Convention of 1855, that Switzerland should be included in the number of countries which might enjoy in Canada the most favoured nation treatment, the attention of the French government has been called to this fact that the official publication of the Department of Canadian Customs which served in the negotiations did not mention Switzerland among the nations benefiting by this treatment. A question was put to the Dominion government, and it appears from the explanations given by Sir Wilfrid Laurier to the Consul General of France at Montreal, that the omission of Switzerland from the said list arises from an error which crept into an official document published previously.

II. As regards the interpretation to be given to article VIII. of the Franco-Canadian Convention stipulating that, in order to benefit by the tariff conditions, products originating from France, Algeria, the French possessions and Colonies, must be transported without transhipment from a French, Algerian or colonial port or from a port of a territory enjoying the preferential tariff or the intermediate tariff, to a sea or river port of Canada, the French government would desire to receive replies to the following questions:—

1. According to article 5 of the Canadian Customs Law, this prescription is not applicable, at present, to products originating from Great Britain: this article provides, in fact, that the British Preferential Tariff shall only apply to products brought to Canada by direct route to a Canadian port from a date to be fixed by the Governor in

Council in a proclamation to be published in the *Canada Gazette*. The proclamation in view in this article has not yet been given.

2. In winter, goods cannot reach Montreal direct by reason of the ice which covers and obstructs the St. Lawrence: they must be unloaded therefore at one or other of the ports of St. John or Halifax.

Are these ports in a position to cope with a traffic such as is liable to pass between France and Canada, and are the means of transport from St. John and Halifax to Montreal organized in such a way that goods have not to support transport charges higher than those which they would bear if they were sent to Montreal via New York?

3. Is the freight rate on French goods going directly from a French port to a Canadian port likely to be increased by reason of the obligation of direct shipment which is imposed thereon?

Has the Canadian government, in allowing a subsbidy to a direct steamship line between France and Canada, reserved to itself a power of control on the company which will control this line, particularly in regard to rates of freight, in order to prevent an unwarrantable difference between the freight charged by this company and that fixed by the other transatlantic companies, notably by those running to New York?

4. Will it be possible to communicate regularly to interested parties the rates of freight in order to be able to post the same at the Commercial Exchange at Havre?

5. Will French exporters be able to get through bills of lading for Montreal, via Halifax or any other Canadian port, with combined tariffs for sea and railway transit, and can freights and rates for transport now in force be given for goods intended for Montreal?

6. Have the direct lines in existence between England and Canada regular sailings more numerous than those which are to be established by the subsidized line? Can it be stated that these sailings will be combined with the services of the subsidized line in such a way that French goods do not suffer prejudicial delay for lack of shipping dates?

7. Article VIII. enables one to say that when a steamer simply calls at a port of a country not enjoying either the preferential tariff or the intermediate tariff—New York for example—without there being transhipment of the goods, these goods retain the benefit of reductions on Customs duties on entering Canada as provided by the Convention. Can the Canadian government declare in a formal manner that there is no doubt whatever respecting this mode of interpreting this provision?

III. In what way is the preventive service assured on the Canadian-American frontier, particularly as regards the Lake region and the West, and can this service prevent the fraudulent entry of American goods into Canadian territory whence they could be sent forward with claim for the benefit of the Customs advantages exclusively accorded by the Convention to goods of Canadian origin?

IV. Under what special conditions of guarding (sealing, &c.) is the transit of foreign goods across Canada accomplished, and can the French government be assured that the provisions of the Canadian Customs Regulations offer sufficient guarantees so that there be no reason to fear that goods of American origin be sent to France as being of Canadian origin and therefore claiming to benefit by the advantages of the Convention?

V. Article 12 of the Convention provides expressly that products of France, Algeria, the French Colonies and possessions cannot be subject in Canada to any other or higher duties of excise, interior consumption or octroi than those which are charged upon products of Canadian origin.

Are French business men or commercial travellers subjected, in certain provinces of Canada, to taxes or licenses higher than those imposed on native subjects?

I hope that the explanations which you will be so good as to furnish me on the points which I have raised will enable me to reply to certain objections, and corres-

ponding thus to the friendly sentiments in which we have examined them together, will facilitate the definite ratification of the Convention.

Please accept, Mr. Minister, the assurance of my high esteem.

(Signed) JEAN CRUPPI.

Monsieur Fielding, ministre des Finances du Gouvernement canadien, à monsieur Cruppi, ministre du Commerce de la République Française.

PARIS, le 8 janvier 1909.

MONSIEUR LE MINISTRE,—En réponse à votre lettre du 7 janvier courant, je suis heureux de pouvoir vous fournir les renseignements suivants qui, je l'espère, couvrent tous les points que vous avez touchés:—

LE TRAITÉ SUISSE.

L'omission de la Suisse dans la liste qui apparaît dans la brochure publiée par la Douane canadienne est le résultat d'une erreur regrettable. Il est nécessaire de remarquer qu'un important changement s'est produit dans la situation du Canada, relativement aux traités impériaux. Dans ces derniers temps, aucun traité commercial conclu par les autorités impériales ne peut être applicable au Canada avant d'avoir reçu l'approbation du gouvernement canadien. Dans le cas des traités ainsi faits, il n'y a plus de doute quant à leur application, mais autrefois la pratique était différente. Avant que les provinces qui forment maintenant le Dominion du Canada atteignissent leur présent développement, les traités impériaux étaient conclus sans en référer aux autorités coloniales. Dans quelle mesure ces traités lient maintenant le Canada est une question parfois difficile à déterminer. Le traité suisse de 1855 est dans ce dernier cas, et un doute a été exprimé quant au droit de la Suisse de réclamer le traitement de la nation la plus favorisée au Canada. Si la Suisse, en vertu de ce vieux traité, a droit à ce traitement de faveur, elle avait également ce droit quand le traité franco-canadien de 1893 entra en vigueur, mais il n'apparaît pas que la Suisse ait réclamé ce privilège. D'après les renseignements obtenus des autorités douanières, je puis dire qu'aucune marchandise suisse ne fut jamais admise aux douanes canadiennes dans les conditions portées au traité franco-canadien de 1893. Quand il fallut introduire dans le Parlement canadien la législation nécessaire à la ratification du nouveau traité franco-canadien, et autoriser la concession de ses privilèges à tels pays qui se trouveraient y avoir droit, il fut jugé opportun de demander de nouveau au gouvernement impérial à Londres, une liste officielle des pays qui avaient un traitement de faveur en vertu des vieux traités. Le traité suisse fut alors soigneusement examiné et les deux gouvernements, impérial et canadien, furent d'avis que bien que cette question ne fût pas exempte de tout doute, la Suisse avait droit à un traitement de faveur au Canada.

Tout en n'ignorant pas que la participation de la Suisse dans les avantages du nouveau traité a été le sujet de commentaires hostiles dans certains milieux français, notre gouvernement n'a pas regardé ce point comme très important, car si ce traité avec la Suisse n'existait pas, nous serions toujours libres de conclure un accord avec ce pays.

LA QUESTION DE DROITURE ET LES RELATIONS DE LA FRANCE ET DU CANADA.

Il est important de rappeler que les accords qui interviennent entre la Grande-Bretagne et le Canada sont considérés d'ordre intérieur, tout comme les arrangements qui peuvent intervenir entre la France et ses colonies. Les relations de la métropole

avec ses colonies ne peuvent, en conséquence, servir de précédent pour la discussion d'accords avec des pays tiers. La législation canadienne en question (section 5 du tarif des douanes) prévoit l'obligation de l'importation directe à une date non encore déterminée, pour tous produits jouissant du tarif préférentiel. Cette obligation n'a pas encore été imposée. Il est bon de se rappeler que le Canada n'a pas insisté pour l'importation directe qu'à l'exemple de la France qui l'avait insérée dans la convention de 1893. La Grande-Bretagne n'a aucune législation semblable. Le Canada peut lui envoyer ses produits par n'importe quelle voie. Il n'y a donc pas lieu de comparer le traitement accordé à la Grande-Bretagne avec celui qui est concédé à la France.

INTERPRÉTATION DE L'ARTICLE VIII.

On demande si la marchandise française expédiée au Canada dans un bateau qui ferait escale dans un port américain, perdrait par ce fait l'avantage des taux réduits portés au traité. La règle applicable sera exactement celle qu'applique la France elle-même dans le même cas. La marchandise française ne pourra être déchargée dans un port américain, ni transbordée; mais si elle reste à bord du bateau, elle sera censée être venue en droiture et elle jouira des avantages du traité.

EXPÉDITIONS MARITIMES D'HIVER ET FACILITÉS DE TRANSPORT.

Il est exact que les ports canadiens sur le Saint-Laurent sont fermés l'hiver, et que les marchandises doivent être débarquées à St. John ou Halifax. On désire savoir si ces ports sont suffisamment outillés, et si les moyens de transport sont suffisants. Je dois dire les ports de St. John et de Halifax sont en état de recevoir toute la marchandise qui y est apportée. Il se fait dans ces ports un fort volume d'affaires, des chargements et des déchargements nombreux avec célérité durant l'hiver. Le Gouvernement canadien a pour politique de donner toutes les facilités possibles pour le développement de son commerce maritime, et il entend faire tout le nécessaire à mesure que les besoins du commerce l'exigeront.

Le Canada possède plusieurs lignes de chemin de fer, et son réseau se développe rapidement. Nous avons une ligne qui va de St. John à la côte du Pacifique. . Cette ligne transcontinentale traverse, sur une très petite étendue, le territoire américain, dans l'Etat du Maine. Nous avons une autre ligne sous le contrôle du Gouvernement canadien, qui va de Montréal à St. John et à Halifax, exclusivement sur territoire canadien, ce qui nous rend parfaitement indépendants de nos voisins américains. Nous sommes en train de construire une autre ligne transcontinentale, et l'Ouest canadien possède une troisième ligne qui est rapidement destinée à traverser tout le continent. Nous avons une concurrence assez active entre toutes ces lignes jusqu'à St. John. Il n'y a qu'une ligne de chemin de fer reliant Halifax à St. John, mais cette ligne est celle du Gouvernement canadien, dont les taux de fret sont des plus raisonnables. Nous croyons qu'il y a là une garantie suffisante de taux de transport satisfaisants.

LIGNE DE NAVIGATION DIRECTE.

Le Gouvernement canadien a établi un service de steamers entre la France et le Canada, qui fonctionne depuis quelques années, et dans le but de pourvoir à l'extension de ce service, il a obtenu que la subvention pût être portée à $200,000 (Frs. 1,000,000) pour une période de dix années. Le présent contrat oblige la compagnie de navigation à ne pas imposer de taux de fret plus élevés que ceux réclamés par les compagnies régulières de steamers allant du Hâvre aux ports américains. Les termes de ce contrat maintiennent l'égalité des taux pour tous les expéditeurs. Il n'y a aucun doute que lorsqu'un nouveau contrat sera fait, ces mêmes conditions et toutes autres jugées utiles seront imposées pour garantir le maintien de taux raisonnables. Je vous réfère à une copie d'une lettre que j'annexe à ce mémoire de messieurs Pitt & Scott, de Paris, agents de la ligne " Allan ", qui ont, à ma demande, préparé un état com-

paré des taux de fret sur les marchandises expédiées directement dans un port canadien et sur celles expédiées *viâ* New-York.

Nous n'avons pas obligé la compagnie de navigation qui a notre subvention, d'afficher ses taux de fret à la Bourse de Commerce du Hâvre, mais il devrait être facile d'obtenir que les administrateurs de cette compagnie fournissent au public et au commerce toutes les informations nécessaires, et ce, dans leur propre intérêt.

Il ne peut y avoir aucune difficulté à obtenir des taux de fret combinés pour toutes les marchandises débarquées dans un port canadien et destinées à un point quelconque du Canada.

Comme le commerce entre le Canada et la Grande-Bretagne est fort considérable, il est tout naturel que les départs des bateaux des ports anglais pour le Canada soient plus nombreux que des ports de France. Le gouvernement s'est assuré un service hebdomadaire avec l'Angleterre pour le transport des malles, et ce service comprend aussi celui des passagers et du fret. Ce sont les bateaux de la ligne "Allan" et du chemin de fer du Pacifique Canadien, qui remplissent ce contrat. Plusieurs autres lignes de navigation desservent aussi les ports anglais et canadiens, et quelques-unes d'entre elles reçoivent des subventions du gouvernement canadien.

Nous n'avons aucun doute que la ligne "Allan" augmentera le nombre de ses départs du Hâvre pour le Canada afin de faire face aux exigences nouvelles que le nouveau traité créera. Il est assez raisonnable de croire que le développement du commerce franco-canadien provoquera l'établissement de nouvelles lignes de steamers. Les journaux annoncent déjà que la Compagnie Générale Transatlantique aurait l'intention d'établir une semblable ligne. Nous ne savons si cette nouvelle est prématurée, mais nous avons le ferme espoir que l'aide donnée par le gouvernement canadien et l'augmentation des échanges entre les deux pays vont assurer aux expéditeurs français des communications de plus en plus rapides.

PROTECTION DOUANIÈRE À LA FRONTIÈRE CANADIENNE.

Le ministère des Douanes au Canada a une organisation complète et effective pour la protection de sa frontière contre toute importation frauduleuse. Dans les régions de l'ouest, ce service est fortifié par la coopération efficace d'un excellent corps de Police Montée. Les tarifs des Etats-Unis et du Canada exigent une surveillance sérieuse de la ligne frontière pour la protection du commerce et du revenu des deux pays. Le Canada est intéressé à protéger sa frontière, et s'il lui fallait être incité davantage à le faire, il trouverait cet aiguillon dans le désir de garder dans le marché français des avantages que n'ont pas ses voisins.

MARCHANDISE AMÉRICAINE EN TRANSIT.

Quant à la question IV concernant les marchandises américaines en transit, je puis affirmer que la Douane canadienne a des règlements qui la protègent absolument. Les wagons sont sous clé et sous sceau plombé.

TAXE IMPOSÉE AUX VOYAGEURS DE COMMERCE.

Comme préface à la réponse à faire à la question posée sur ce sujet, il est bon de faire observer que la constitution canadienne a donné certains pouvoirs définis aux législatures provinciales qui légifèrent en toute indépendance sur les questions qui sont de leur ressort. Il est vrai que le pouvoir fédéral peut exercer un certain contrôle ou opposer même son veto à certaines législations provinciales. Ce pouvoir n'est cependant exercé que fort rarement et dans des circonstances exceptionnelles. Si les provinces empiètent sur la juridiction fédérale, leurs actes sont désavoués, mais si la législation provinciale est *intra vires* elle est respectée par le pouvoir fédéral lors même que ce dernier ne l'approuverait pas. Les taxes qui ont parfois été imposées par les provinces sur les voyageurs de commerce peuvent être mentionnées à l'appui de ce que nous venons de dire sur le fonctionnement de notre constitution. Il est bon tout d'abord, de faire observer que ces taxes frappent impartiale-

ment toute une catégorie d'individus: les voyageurs de commerce, y compris ceux venant de la Grande-Bretagne et les voyageurs de commerce canadiens demeurant dans les autres provinces. Il ne peut être aucunement question de frapper un voyageur de commerce venant de France, par exemple, d'une taxe spéciale qui le placerait dans une position d'infériorité vis-à-vis un voyageur de commerce d'un autre pays.

Le gouvernement canadien, tout en reconnaissant aux provinces le droit d'imposer ces taxes pour les fins du revenu provincial, ne les a jamais vues d'un bon œil, et il a fait des efforts pour amener les gouvernements provinciaux à abandonner ce genre d'impôt. Je suis heureux de dire qu'il a réussi dans une large mesure. La plupart des provinces ont abandonné les taxes qu'elles avaient ainsi imposées aux voyageurs de commerce. Il n'y a plus qu'une province qui les retienne et c'est la plus petite en étendue et en population, l'Ile du Prince-Edouard. Tous les voyageurs de commerce y sont frappés d'un impôt annuel de $20. La plupart des provinces prélèvent encore cependant un impôt spécial sur les voyageurs de commerce qui vendent des boissons alcooliques, et dans la province de la Colombie-Anglaise, on y ajoute le tabac. Dans ces cas, cependant, tous les voyageurs de commerce sont sur un pied d'égalité. Les taxes de ce genre sont en somme, maintenant, fort restreintes: elles ne paraissent pas, du reste, aller à l'encontre d'aucune disposition du traité. Ce point fut discuté lors des négociations, et il fut alors très bien compris que le Gouvernement canadien ne pouvait empêcher les provinces d'exercer leurs droits constitutionnels touchant le prélèvement de leurs revenus.

Le gouvernement fédéral a réussi, par une intervention amicale, à faire réduire ces taxes à un minimum, lesquelles frappent impartialement nationaux comme étrangers.

Je ne puis clore cette lettre sans vous dire à quel point j'apprécie votre très grande courtoisie et votre cordiale amabilité à mon endroit.

Veuillez agréer, monsieur le ministre, l'expression de ma haute considération.

(Signé) W. S. FIELDING.

M. CRUPPI,
Ministre du Commerce et de l'Industrie,
Paris.

(Translation.)

Mr. Fielding, Minister of Finance of Canada, to Mr. Cruppi, Minister of Commerce of the French Republic.

PARIS, January 8, 1909.

Mr. JEAN CRUPPI,
Minister of Commerce and Industry,
Paris.

SIR,—In answer to your letter of the 7th instant, I have pleasure in supplying you with the following information which will cover, I hope, all the points raised by you.

THE SWISS TREATY.

The omission of Switzerland from the list in the Canadian Customs publication referred to is a regrettable error. It is necessary to observe an important change which has occurred in the position of Canada in relation to Imperial treaties. In recent times no commercial treaty concluded by the Imperial authorities is made applicable to Canada until it has received the approval of the Canadian government. In the case of treaties so made there is no room for doubt as to their application. But in former times the practice was different. Before the provinces which now form the Dominion of Canada reached their present status, Imperial treaties were made without reference to

the colonial authority. Just how far these old treaties are now binding on Canada is sometimes a difficult question to determine. The Swiss Treaty of 1855 is one of this class, and there has been some doubt as to the right of Switzerland by virtue of that treaty to claim favoured nation treatment in Canada. If Switzerland, by virtue of the old treaty in question, is now entitled to the favoured nation treatment, she was similarly entitled when the Franco-Canadian Treaty of 1893 came into effect, but it does not appear that Switzerland claimed any such right at that time. On inquiry of the Customs authorities, I have been informed that no Swiss goods were ever entered at the Canadian Customs at the reduced rates of duty established by the Franco-Canadian Treaty of 1893. When it became necessary to introduce in the Canadian parliament the legislation required to approve of the new Franco-Canadian Treaty, and to authorize the granting of its privileges to such countries as might be found entitled to them, it was deemed expedient to apply to the Imperial government in London for an authoritative list of the countries which were so entitled by virtue of the old treaties. The Swiss Treaty was then carefully examined, and both the Imperial and Canadian governments reached the conclusion that, while the question was not entirely free from doubt, Switzerland was entitled to favoured nation treatment in Canada.

While aware that the participation of Switzerland in the privileges of the new treaty has been the subject of adverse comment in some quarters in France, our government has not regarded the point as a material one, inasmuch as if that treaty with Switzerland did not exist, we should be entirely free to make one with that country at any moment.

THE QUESTION OF DIRECT SHIPMENT IN RELATION TO FRANCE AND CANADA.

It is important to bear in mind that the arrangements between Great Britain and Canada are regarded as a domestic affair, just as arrangements between France and her colonies would be regarded, and what may be done in the making of such arrangements would not necessarily form a precedent for arrangements by either France or Great Britain with a foreign power. The Canadian legislation referred to—section 5 of the Customs Tariff Act—contemplates the limiting, at a date to be fixed, of the privileges of the Preferential Tariff to goods sent to Canada by direct ship to a Canadian seaport. This limitation has not yet been imposed. Note should be taken also of the fact that Canada has only insisted on direct shipment, following the example of France, which had it inserted in the Convention of 1893. Great Britain imposes no limitation of this kind whatever. Canada may send her products into Great Britain by any available means of transportation. For these reasons no comparison can fairly be made between treatment accorded to Great Britain and that accorded to France.

INTERPRETATION OF ARTICLE VIII.

The question is asked, in effect, whether goods going from France to Canada by a ship which calls at a port in the United States would lose the benefit of the reduced rates provided by the treaty. The rule to be applied in this case will be precisely the same as is applied by France herself in a similar case. French goods could not be discharged at the American port, either for warehousing or transhipment; but if the goods remain on the ship, they would certainly be deemed as coming by direct shipment, and would be entitled to the reduced rates.

WINTER SHIPMENTS AND TRANSPORTATION FACILITIES

It is correctly stated that Canadian ports on the St. Lawrence are closed in winter, and that shipments are then unloaded at St. John or Halifax. Inquiry is made as to whether these ports are sufficiently equipped and whether the transportation facilities are adequate. In reply I beg to say that there are at St. John and Halifax ample facilities for the handling of all the trade that is offering, and that a large volume of business is constantly done with dispatch during the winter. It is

the declared policy of the Canadian government to encourage the handling of Canadian traffic through Canadian channels and to provide whatever accommodation is necessary for that purpose.

Canada is already well supplied with railways and they are rapidly increasing. One great railway traverses the country from the Pacific ocean to St. John. A part of the road between Montreal and St. John crosses a corner of the United States. There is also another line, controlled by the Canadian government, from Montreal to St. John and Halifax, exclusively on Canadian soil, so the country is in no way dependent upon her neighbour for railway communication. Another great transcontinental line is now under contract. A third line is operating throughout the whole prairie region of the west and will in all probability soon become a transcontinental line. There is railway competition as far east as St. John, at which point connection is made with the Canadian government railway system into Halifax, the rates of freight on which are known to be most reasonable. These railway facilities I think give abundant assurance of reasonable railway rates.

DIRECT STEAMSHIP LINE.

The Canadian government has established a direct steamship service between France and Canada which has been in successful operation for several years. With a view of providing for more extensive service, the government has recently taken power to pay an increased subsidy up to $200,000 (frs. 1,000,000) for a period of ten years. The present contract provides that the freight rates shall not exceed the rates charged by regular passenger steamers plying between Havre and United States ports, and that there shall be no discrimination in charges as between shippers. No doubt in the making of a new contract, this or other conditions of a similar character will be made so that there will be all reasonable assurance against excessive freight charges. As bearing on this point, I beg to refer to a copy of a letter hereto attached from Messrs. Pitt & Scott, of Paris, agents of the Allan line, who in reply to my request have furnished a comparative statement of the rates charged on French goods via the direct Canadian line and via New York.

With regard to the question of posting freight rates in the Commercial Exchange of Havre, while there is no express stipulation for that, it is a reasonable suggestion and I am quite sure that the managers of the steamship line will, in their own interest, be prepared to see that all necessary information is furnished both to commercial bodies and to individual shippers who may be interested in the trade.

There will be no difficulty in obtaining through bills of lading to any part of Canada for goods to be landed at any Canadian seaport.

Inasmuch as the trade between Canada and Great Britain is very large, it naturally follows that there are more numerous sailings between English ports and Canada than between French ports and Canada. There is a contract with the Canadian government for a weekly mail service, including, however, freight and passengers, to and from England, which is performed at present jointly by the Allan line and the Canadian Pacific Railway steamships. A number of other steamship lines have sailings of more or less regularity, and some of them are aided by subsidies from the Canadian government.

The Canadian government has every confidence that the Allan line will increase its sailings from Havre to Canada to provide for the increased trade which is anticipated in the event of the Treaty being approved. There is also good reason to believe that with the development of trade other lines will be established. It is already announced in the public press, with what warrant I do not know, that the Compagnie Generale Transatlantique is about to provide a series of sailings between France and Canada. It is quite safe to assume that, with the subsidies already provided by the government of Canada, and the prospect of increased trade, there will

be ample means of communication which will assure to French shippers prompt despatch.

CUSTOMS PROTECTION OF THE CANADIAN FRONTIER.

The Customs Department of Canada has an efficient organization for the protection of its frontier against the unlawful importation of goods. In the western districts this service is assisted by the very efficient corps of Mounted Police. The tariff conditions between the United States and Canada render an efficient protection of the frontier line necessary in the interests of Canadian revnue and trade. Canada would in any case see that this protection is efficient, and if any additional incentive were needed, it would be found in a condition whereby Canada would be entitled to customs advantages in the French market to which the neighbouring country might not be entitled.

AMERICAN GOODS IN TRANSIT.

As to question IV. concerning American goods in transit, I can say that the Canadian Customs Department has established regulations which prove efficient for the protection of public interests. The cars are locked and sealed.

TAXATION OF COMMERCIAL TRAVELLERS.

With reference to the question touching this subject, it is necessary to observe that the Canadian constitutional system provides legislatures for the respective provinces, which are, within the limits of the subjects assigned to them, independent bodies. It is true that there is a certain control over them which may be exercised by the central government in the way of disallowance or veto of provincial legislation. But while this control exists it is one which should be exercised but rarely, and only under exceptional circumstances. Sometimes the provinces pass legislation which is held to infringe upon the powers of the Federal Parliament, and such legislation is disallowed, but where legislation is passed which is clearly within the authority of the provincial legislature, it is not disallowed, even though it might not have the approval of the federal government. The taxation that has sometimes been imposed by the provinces upon commercial travellers is a good illustration of this feature of the Canadian constitution. Such taxes, it should be observed, are not of a discriminating character; any province which imposes such taxes levies them not only upon foreigners, but upon travellers from Great Britain and upon travellers from all the other provinces in the Dominion. In no case has there been any question of discrimination which would place a commercial traveller from France at a disadvantage as compared with a commercial traveller from any other country. The Canadian government, while obliged to recognize the constitutional right of the provincial authorities to levy taxes of this kind for the raising of provincial revenues, have regarded them as very undesirable, and have endeavoured by negotiation with the provincial governments to secure the abolition of such taxation. In this they have been largely successful. Most of the provinces have abolished taxation of this character. The one province which still retains the system is Prince Edward Island, which is the smallest province of the Dominion. In that province an annual license fee of $20 is charged to all commercial travellers. Most of the provinces still impose a license tax on travellers selling intoxicating liquors, and in the province of British Columbia tobacco is included. In these cases, however, there is no discrimination as between the parties.

The taxation of this character is therefore of a very limited extent. It would be regarded as in no way at variance with any article of the treaty. It was fully understood when the treaty was in negotiation that the Canadian government could not interfere with the constitutional rights of the respective provinces as regards the rais-

ing of revenues, but through friendly negotiation with the provinces this system of taxation has been reduced to very small limits.

I will not end this letter without expressing how deeply I appreciate your great courtesy and cordial kindness towards me.

Please accept, sir, the assurance of my high esteem.

(Signed) W. S. FIELDING.

Mr. Fletcher, of the Paris agency of the Allan Line, to Mr. Fielding, Minister of Finance of Canada.

LIGNE FRANCO-CANADIENNE 'ALLAN,'

PARIS, December 30, 1908.

Honourable W. S. FIELDING,
Elysée Palace Hotel, Paris.

DEAR MR. FIELDING,—I inclose you herewith tabulated list of rates for Montreal and Toronto, summer and winter services, via New York and by the direct service.

I have put it in French, being under the impression that you would need it for the French authorities. You will notice that the differences in the rates are very much in favour of the direct service, and as regards the winter rates, for Toronto, which is the great bone of contention, the advantage is still in favour of the direct service.

Trusting that this information may be of use to you,

Yours faithfully,

H. F. FLETCHER.

(Traduction.)

Ligne franco-canadienne "Allan".

PARIS, le 30 décembre 1908.

A l'honorable W. S. FIELDING,
Elysée Palace Hotel, Paris.

CHER MONSIEUR FIELDING,—Je vous envoie ci-inclus une liste, disposée en forme de table, de prix de transport pour Montréal et Toronto, par les services d'été et d'hiver, par voie de New-York, ainsi que par le service direct.

Je l'ai traduit en français, étant sous l'impression que vous en auriez besoin pour l'autorité française. Vous remarquerez que les différences entre ces taux sont très en faveur du service direct, et qu'en ce qui concerne les prix d'hiver pour Toronto, lesquels sont la cause de discorde, l'avantage est toujours en faveur du service direct.

Espérant que ces renseignements vous seront utiles,

Je reste, votre bien dévoué,

H. F. FLETCHER.

Prix de fret du Hâvre à Montréal.

	Service direct. Hiver.	Eté.	*Via* New-York. Toute l'année.
	Fcs.	Fcs.	Fcs.
Librairie	36	25	62
Tissus, laine et coton	28	25	46
Porcelaine en fûts	17	13	38
Bimbloterie	28	25	46
Verreries	23	19	40
Jouets	26	12.50	40
Ornements d'église	28	25	62
Fleurs artificielles	23	19	33

Prix de fret du Hâvre à Toronto.

	Service d'hiver.	
	Fcs.	Fcs.
Librairie	40	62
Tissus, laine, coton	32	46
Bimbloterie	32	46
Porcelaine en fûts	18	38
Verreries	27	40
Jouets	29	40
Ornements d'église	32	62
Fleurs artificielles	27	33

Ces prix s'entendent par mètre cube, et sauf erreur ou changement.

REPUBLIQUE FRANÇAISE.

Monsieur Cruppi, ministre du Commerce de la République Française, à monsieur Fielding, ministre des Finances du Gouvernement canadien.

MINISTÈRE DU COMMERCE, DE L'INDUSTRIE ET DU TRAVAIL,

CABINET DU MINISTRE,

PARIS, le 8 janvier 1909.

MONSIEUR LE MINISTRE,—Pour faire suite aux questions que j'ai eu l'honneur de vous poser relativement à l'interprétation de l'article 8 de la Convention du 19 septembre 1907, je me permets de vous adresser la question suivante:—

En ce qui touche les marchandises françaises expédiées au Canada par la voie d'un pays tiers jouissant partiellement du tarif intermédiaire ou de la clause de la nation la plus favorisée, perdront-elles le bénéfice du tarif concédé par la Convention? De même les marchandises originaires d'un pays tiers bénéficiant partiellement du tarif intermédiaire ou de la clause de la nation la plus favorisée pourront-elles passer par la France sans perdre ce bénéfice?

La section 2, de l'article 8, de la Convention dispose que, pour bénéficier des avantages tarifaires stipulés dans la dite convention, les produits canadiens devront être transportés sans transbordement d'un port du Canada jouissant du tarif minimum français dans un port de France, d'Algérie ou des colonies, possessions ou pays de pro-

tectorat français. Ce paragraphe 2 doit être interprété en ce sens: un produit canadien admis par la Convention au bénéfice du tarif minimum ne perd pas ce bénéfice, toutes les fois qu'il est importé en France, par la voie d'un pays qui est admis également à bénéficier du tarif minimum pour ce même article. Cette interprétation résulte du texte de nos obesrvations préliminaires du tarif des douanes (N° 65, page 41, de l'édition de 1908) ainsi conçu: "En vertu des dispositions de l'article 23 de la loi du 16 mai 1863 rappelée au n° 55 ci-dessus et des stipulations des traités de commerce, le bénéfice des taxes réduites inscrites dans le tarif minimum est, en principe, subordonné à l'importation directe. On admet, d'ailleurs, que les produits peuvent, sans perdre leur droit au tarif minimum, emprunter la voie d'un pays tiers, *pourvu qu'il s'agisse d'un pays ayant droit lui-même au tarif minimum* la surtaxe d'entrepôt ou d'origine restant due, suivant le cas".

En raison de la similitude absolue des paragraphes 1 et 2 de l'article 8 de la Convention, il serait difficile d'admettre qu'ils ne soient pas interprétés de la même manière par le Canada et par la France. Or, l'interprétation donnée par la France au paragraphe 2 est depuis longtemps en vigueur et consacrée par la pratique. Elle est d'ailleurs conforme à la logique, car il est évident que lorsqu'un produit bénéficiant du tarif minimum est importé par la voie d'un pays tiers ayant droit également au tarif minimum pour le même produit, il devient sans intérêt de faire de son origine la condition de son admission au bénéfice du tarif minimum. Au contraire, la stipulation du paragraphe 1er est absolument chose nouvelle pour le Canada et n'a pu encore faire l'objet d'une interprétation raisonnée et pratique.

Il semblerait donc désirable que le gouvernement canadien donnât au 1er paragraphe la même interprétation qui est donnée par le gouvernement français au paragraphe 2, et qu'il admît, d'une part, que les marchandises françaises inscrites aux tableaux annexés à la convention lorsqu'elles seront expédiées par la voie d'un pays tiers jouissant du régime de la nation la plus favorisée ne perdront pas le bénéfice du tarif intermédiaire ou du tarif réduit, et, d'autre part, que les marchandises originaires d'un pays tiers jouissant du régime de la nation la plus favorisée, pourront passer par la France sans perdre le bénéfice du tarif intermédiaire ou du tarif réduit.

Ainsi cette interprétation des deux premiers paragraphes de l'article 8 assurerait une réciprocité de traitement pour les deux parties contractantes.

Veuillez agréer, monsieur le ministre, l'assurance de ma haute considération.

(Signé) JEAN CRUPPI,
Le ministre du Commerce et de l'Industrie.

(Translation.)

Mr. Cruppi, Minister of Commerce of the French Republic, to Mr. Fielding, Minister of Finance of Canada.

PARIS, January 8, 1909.

MR. MINISTER,—Following on the questions which I have had the honour to put to you, relative to the interpretation of Article VIII. of the Convention of the 19th September, 1907, I beg to address to you the following question: As regards French goods sent to Canada *via* a third country enjoying in part the benefit of the intermediate tariff or of the most favoured-nation clause, will they lose the benefit of the tariff conceded by the Convention? Likewise will goods emanating from a third country enjoying in part the intermediate tariff or the most favoured-nation clause, be permitted to pass through France without losing this benefit?

Paragraph 2 of Article VIII. of the Convention provides that, in order to benefit by the tariff advantages stipulated in the said convention Canadian products must be

transported without transhipment from a Canadian port enjoying the French minimum tariff to a port in France, Algeria or in the colonies, possessions or countries under French protectorate. This paragraph 2 should be interpreted in this sense: a Canadian product admitted by the Convention to the benefit of the minimum tariff does not lose this benefit, so long as it is imported into France *via* a country which also enjoys the benefit of the minimum tariff for the same article.

This interpretation results from the text of our preliminary observations of the customs tariff (No. 65, page 41 of the 1908 edition) which reads thus: 'By virtue of the provisos of Art. 23 of the law of the 16th May, 1863, recalled in No. 55 above and of the stipulations of the treaties of commerce, the benefit of the reduced duties given in the minimum tariff is, in principle, subordinate to direct importation. It is admitted, moreover, that the products can, without losing their right to the minimum tariff, borrow the route of a third country, *provided that such country has itself the right to the minimum tariff*, the additional tax for bonding or of origin remaining due, as the case may be.'

In view of the absolute similitude of paragraphs 1 and 2 of Article VIII. of the Convention, it would be difficult to admit that they should not be interpreted in the same manner by Canada and by France. Now, the interpretation given by France to paragraph 2 has been in force for some time and is established by custom. It is, besides, logical, for it is evident that when a product benefiting by the minimum tariff is imported by way of a third country which also has right to the minimum tariff for the corresponding product, there is no object in making its origin the condition of its admission to the benefit of the minimum tariff. On the contrary, the stipulation of paragraph 1 is quite new for Canada, and has not yet been the subject of a methodical and practical interpretation.

It would, therefore, seem desirable that the Canadian government should give to this first paragraph the same interpretation which is given by the French government to the 2nd paragraph, and should admit, firstly, that the French goods mentioned in the schedules annexed to the Convention when they are transported by the way of a third country enjoying the most favoured-nation treatment shall not lose the benefit of the intermediate tariff or of the reduced tariff; and, secondly, that goods emanating from a third country enjoying the most favoured-nation treatment, shall be able to pass by way of France without losing the benefit of the intermediate tariff or of the reduced tariff.

In this way this interpretation of the two first paragraphs of Article VIII. would assure reciprocity of treatment for the two contracting parties.

Accept, Mr. Minister, the assurance of my high esteem,

(Signed) JEAN CRUPPI.

REPUBLIQUE FRANÇAISE.

Monsieur Cruppi, ministre du Commerce de la République Française à Monsieur Fielding, ministre des Finances du Gouvernement du Canada.

MINISTÈRE DU COMMERCE ET DE L'INDUSTRIE,
CABINET DU MINISTRE,
PARIS, le 27 janvier 1909.

MONSIEUR LE MINISTRE,—Vous avez bien voulu, à la question que je vous posais au sujet des taxes provinciales frappant les voyageurs de commerce au Canada,

m'adresser une réponse où vous m'indiquez les pouvoirs appartenant respectivement en cette matière au gouvernement fédéral et aux autorités provinciales.

Depuis votre départ de nouveaux points m'ayant été signalés au sujet des droits d'accise ou de consommation intérieure qui seraient plus élevés pour les produits français que pour les similaires canadiens, je crois devoir vous demander de vouloir bien me fournir quelques précisions sur ces droits. Existe-t-il pour les marchandises françaises, soit en vertu de la législation fédérale, soit en vertu de la législation provinciale des taxes qui seraient autres que celles qui grèvent les produits similaires canadiens?

Je vous serais reconnaissant de vouloir bien me faire parvenir votre réponse à cette question sur l'importance de laquelle on a insisté auprès de moi.

Veuillez agréer, Monsieur le Ministre, l'assurance de ma haute considération.

(Signé) JEAN CRUPPI.

(Translation.)

Mr. Cruppi, Minister of Commerce of the French Republic, to Mr. Fielding, Minister of Finance of Canada.

PARIS, January 27, 1909.

Mr. MINISTER,—In regard to the question which I put to you on the subject of the provincial taxes laid upon commercial travellers in Canada, you have been so good as to send me a reply in which you indicate the powers belonging respectively in this matter to the Federal government and to the provincial authorities.

Some fresh points having been brought to my notice since your departure in regard to the excise or internal consumption duties which would be higher for French products than for similar Canadian goods, I think it my duty to ask you to be good enough to furnish me with some particulars concerning these duties. Do there exist for French goods, either by virtue of the federal legislation, or by virtue of the provincial legislation, taxes which would be different from those which fall upon the similar Canadian products?

I should be grateful if you would be so good as to send me a reply to this question, as its importance has been urged on me.

Accept, Mr. Minister, the assurance of my high consideration.

(Signed) JEAN CRUPPI.

Mr. Fielding, Minister of Finance of Canada, to Mr. Cambon, French Ambassador in London.

LONDON, February 4, 1909.

His Excellency PAUL CAMBON,
Ambassador of France,
London.

SIR,—Referring to the interview with which you kindly favoured me on Saturday, respecting certain negotiations which I have been conducting with the French government, I have the honour to send you herewith two letters addressed to His Excellency the French Minister of Commerce, and beg that you will be good enough to transmit them to him in due course.

I have the honour to be, sir,
Your obedient servant,

W. S. FIELDING.

(Traduction.)

Monsieur Fielding, ministre des Finances du Gouvernement canadien, à monsieur Cambon, ambassadeur de France à Londres.

LONDRES, le 4 février 1909.

Son Excellence PAUL CAMBON,
Ambassadeur de France,
Londres.

MONSIEUR,—En vous référant à l'entrevue dont vous m'avez favorisé samedi dernier, au sujet des négociations en cours auprès du Gouvernement français, j'ai l'honneur de vous inclure deux lettres adressées à Son Excellence le ministre du Commerce de France, en vous priant de vouloir bien les lui transmettre à votre convenance.

J'ai l'honneur d'être, monsieur,
Votre obéissant serviteur,

(Signé) W. S. FIELDING.

Mr. Fielding, Minister of Finance of Canada, to Mr. Cruppi, Minister of Commerce of the French Republic.

LONDON, February 4, 1909.

His Excellency JEAN CRUPPI,
Minister of Commerce and Industry,
Paris.

YOUR EXCELLENCY,—I have the honour to acknowledge receipt of your letter of the 27th ultimo, which was forwarded to me through His Excellency the French Ambassador in London, and in which you ask for information concerning Excise duties and other forms of taxation in Canada.

I note your question, as follows :—

Do there exist for French goods, either by virtue of the Federal legislation, or by virtue of the provincial legislation, taxes which would be different from those which fall upon the similar Canadian products?

In reply I have the pleasure in submitting to you the following information:—

(1) The taxes ordinarily called in Canada Excise duties are imposed by the Federal government, and apply only to articles (chiefly spirits, tobacco, &c.) manufactured in Canada. There are no such duties applicable to articles imported either from France or from another country. The Federal government levies no internal taxes of the character you mention.

(2) As to the provinces, it is the constitutional right of the provincial legislatures to impose direct taxation for provincial purposes. The laws of the different provinces are not in this respect always the same. The taxation that is levied under this authority is usually of a municipal character, and is imposed on personal and real estate and incomes. Any tax which would be likely to interfere with the trade and commerce of the country would be beyond the power of the provincial legislature. So far as I am aware, no such discrimination has ever been made or attempted. Goods once landed in Canada would become subject as regards taxation to the laws of any province and of any municipality within which the merchandise might be found, but no national discrimination takes place. Any municipal tax levied would

apply equally to all imported goods, without regard to the country of origin, and to Canadian goods as well.

I trust that the foregoing may furnish the information which you desire.

Accept, Your Excellency, the assurance of my high consideration.

(Sgd.) W. S. FIELDING.

(Traduction.)

Monsieur Fielding, Ministre des Finances du Gouvernement canadien, à Monsieur Cruppi, Ministre du Commerce de la République Française.

LONDRES, le 4 février 1909.

Son Excellence JEAN CRUPPI,
Ministre du Commerce et de l'Industrie,
Paris.

EXCELLENCE,—J'ai honneur d'accuser réception de votre lettre du 27 écoulé, laquelle m'a été transmise par Son Excellence l'Ambassadeur de France à Londres, et où vous demandez des renseignements concernant les droits d'accise et les autres genres d'impôt au Canada.

Je prends note de votre question, qui suit:—

Existe-t-il pour les marchandises françaises, soit en vertu de la législation fédérale, soit en vertu de la législation provinciale, des taxes qui seraient autres que celles qui grèvent les produits similaires canadiens?

En réponse, j'ai le plaisir de vous soumettre les informations suivantes:—

(1) Les taxes ordinairement appelées au Canada droits d'accise sont imposées par le gouvernement fédéral, et frappent seulement les articles (principalement les liqueurs spiritueuses, le tabac, *et caetera)* fabriqués au Canada. Il n'y a pas de tels impôts qui grèvent les articles importés soit de la France soit d'aucun autre pays. Le gouvernement fédéral n'impose aucun droit de consommation intérieure du genre distinctif dont Votre Excellence fait mention.

(2) Quant aux provinces, les législatures provinciales ont droit en vertu de la constitution d'imposer des taxes directes pour les fins provinciales. Les lois des provinces ne sont pas à cet égard les mêmes. Les taxes imposées en vertu de ce pouvoir sont dans la plupart des cas d'une nature municipale, et frappent les biens-meubles et immeubles et les rentes. Tout impôt de nature à affecter le commerce du pays serait *ultra vires* des pouvoirs de la législature provinciale.

D'après mon expérience, on n'a fait ni tenté aucune distinction de cette nature entre les marchandises françaises et d'autres. Dès que les marchandises sont débarquées au Canada, elles deviennent soumises, quant à l'impôt, aux lois de toute province et de toute municipalité dans les limites de laquelle elles se trouvent. Cependant, il n'y a point de distinction nationale. Tout impôt municipal grève également toutes les marchandises importées, sans égard au pays d'origine de même que toutes les marchandises canadiennes.

J'espère que vous trouverez dans la réponse ci-dessus les informations que vous désirez obtenir.

Veuillez agréer, Excellence, l'assurance de ma haute considération.

(Signé) W. S. FIELDING.

Mr. Fielding, Minister of Finance of Canada, to Mr. Cruppi, Minister of Commerc of the French Republic.

LONDON, February 4, 1909.

EXCELLENCY,—I have the honour to acknowledge receipt of your letter of the 8th January, concerning the interpretation of Article VIII. of the Convention signed at Paris on the 19th September, 1907, respecting the commercial relations between France and Canada.

The question of the interpretation of the Article referred to was raised in the parliament of Canada, and the Canadian government stated their view to be that the expressions 'Preferential Tariff,' 'Intermediate Tariff,' and 'French Minimum Tariff,' wherever they occurred in the said Article, meant the whole of the tariff referred to. You will readily understand that under such circumstances I am not free to concur without reserve in the opposite view which you have presented to me.

I do not think, however, that the point is of sufficient importance to remain one of difference between us. Therefore, with a view to meeting the desire of your government, I now on behalf of the Canadian government, subject to the reservation hereinafter mentioned, agree that the expressions in Article VIII.:—

'A port of a territory enjoying the preferential or intermediate tariff,'
'A port of a country enjoying the French minimum tariff,'

shall in each case be understood to mean a territory or country enjoying the benefit of such tariff as respects the particular article of merchandise to be transported.

I understand that, regarding this in the light of the French customs laws as a reasonable interpretation of the existing Convention, you do not deem any further action on the part of the French authorities necessary to give it effect. From the Canadian point of view, however, it is possible that this engagement may be regarded as to some extent a variation of the terms of the Convention, and therefore I give you this assurance subject to the approval of the parliament of Canada, if on further consideration such be deemed necessary.

Accept the assurance of my high regard.

(Signed) W. S. FIELDING.

His Excellency,
JEAN CRUPPI,
Minister of Commerce and Industry,
Paris.

(Traduction.)

Monsieur Fielding, ministre des Finances du Gouvernement canadien, à monsieur Cruppi, ministre du Commerce de la République Française.

LONDRES, le 4 février 1909.

A Son Excellence JEAN CRUPPI,
Ministre du Commerce et de l'Industrie,
Paris.

EXCELLENCE,—J'ai l'honneur d'accuser réception de votre lettre du 8 janvier, au sujet de l'interprétation de l'article VIII de la Convention signée à Paris le 19 septembre 1907, concernant les relations commerciales entre la France et le Canada.

L'interprétation à donner à l'article auquel j'ai fait allusion, fut discutée au Parlement du Canada, et le Gouvernement canadien décreta que les expressions "Tarif préférentiel", "Tarif intermédiaire" et "Tarif minimum français", partout où elles se trouvent dans le dit article, signifient le tarif entier en question. Votre Excellence comprendra sans peine que dans de telles circonstances je ne saurais concourir sans

réserve à l'opiuion contraire qu'elle m'a présentée.

Je ne crois pas, cependant, que la question soit d'une importance telle qu'elle soit une cause de désaccord entre nous. Aussi, afin de me rendre au désire de votre gouvernement, accepté-je maintenant, au nom du Gouvernement canadien, sujet à la réserve dont je fais mention ci-dessous, que les expressions de l'article VIII:—

"Un port d'un territoire jouissant du tarif préférentiel ou du tarif intermédiaire",

"Un port d'un pays jouissant du tarif minimum français",

soient, en tout cas, entendues signifier un territoire ou pays bénéficiant d'un tel tarif, à l'égard de l'article particulier de marchandise qui doit être transportée.

Je présume que, en considérant ceci à l'égard des lois douanières françaises comme une interprétation raisonnable de la Convention existante, Votre Excellence ne jugera pas qu'il faille de votre part aucune législation supplémentaire pour la valider. Au point de vue canadien, cependant, il est possible que cet engagement soit regardé comme variant jusqu'à un certain point les termes de la Convention, et pour ce motif je donne à Votre Excellence cette assurance, sujet à l'approbation du Parlement canadien, dans l'éventualité où après mure considération elle serait jugée nécessaire.

Veuillez agréer, Excellence, l'assurance de ma haute considération.

(Signé) W. S. FIELDING.

RETURN

(141a)

To an Order of the House of Commons, dated the 17th February, 1909, giving a list of railway charters granted since January 1st, 1900, other than to the Grand Trunk, Grand Trunk Pacific, the Canadian Northern and the Canadian Pacific Railway Companies, showing those whose powers have lapsed, and the length of each of the proposed roads and branches, the date of charters and renewals, if any, the total mileage constructed, the capital stock authorized, subscribed and paid up.

CHAS. MURPHY.
Secretary of State.

Railway Charters granted since January 1, 1900, other than to the Grand Trunk, Grand Trunk Pacific, Canadian Northern and the Canadian Pacific Railway Companies, showing those whose powers have lapsed, and the length of each of the proposed roads and branches, the date of charters and renewals, if any, the total mileage constructed, the capital stock authorized, subscribed and paid up.

Name and Route of Railway.	Date of Charter.	Miles.	Miles Built.	Extensions of time for Construction.	——
1. Lake Superior and Hudson Bay... From Batchewana Bay, L. Superior, to James Bay, at mouth of Albany River and Fort Churchill.	1900	1400	0	.....	Lapsed.
2. Manitoulin and North Shore..... From Little Current, northerly and easterly, 100 miles, crossing C. P. R. at Onaping or Cartier, also from its line in Tp. of Drury or Hyman to Sudbury, also from Little Current to point on shore of Manitoulin Island, and from Tobermoray, Bruce Co., to town of Meaford through Wiarton and Owen Sound.	1900	250	19	1901 1903 1905 1906 1907 1908	
3. Morris and Portage ... From Morris to Portage la Prairie.	1900	65	0	.....	Lapsed.
4. Ottawa, Brockville and St. Lawrence..... From Ottawa to Brockville.	1900	60	0	1904 1906 1908	
5. Port Dover, Brantford, Berlin and Goderich... Changed (1902) to Grand Valley. From Port Dover to Simcoe, Waterford, Brantford, Berlin and Goderich.	1900	200	0	1902	Lapsed.
6. Quebec and Lake Huron... From Quebec to mouth of French River, on Georgian Bay.	1900	500	0	1904 1906	
7. Quebec and New Brunswick ..... From Connor Station, Madawaska Co., to St. Charles Jct. on the I. C. R. or St. Anselme, on Quebec Central Ry. or Chaudiere Junction.	1900	130	0	1903 1908	

RAILWAY Charters granted since January 1, 1900, &c.—*Continued.*

Name and Route of Railway.	Date of Charter.	Miles.	Miles Built.	Extensions of time for Construction.	—
8. St. Marys River. .... From point between Lethbridge and Stirling to the International boundary between ranges 24 and 30, W. of 4th Mer., and branch lines not exceeding 15 miles each.	1900	65	65	1903	Lapsed.
9. Alberta Central.... From point in Tp. 38, R. 23, W. of 4th Mer., District of Alberta, to Village of Red Deer, thence westerly to point in Tp. 39, R. 7, W. of 5th Mer.	1901	100	0	1903 1905 1907	
10. Arnprior and Pontiac.... .... From Galetta, Carleton Co., to Quyon Station, Pontiac Co., and power to extend to Arnprior.	1901	20	0	....	Lapsed.
11. Canada National Ry. and Transport .... From Toronto to Collingwood or other port on Georgian Bay.	1901	100	0	1903	Lapsed.
12. Fort Qu'Appelle.... .... From McLean, or Qu'Appelle or Indian Head Station on the C. P. R. to Fort Qu'Appelle.	1901	25	0	....	Lapsed.
13. Interprovincial and James Bay. .... From Lumsden's Mill on the C. P. R. to Des Quinze River.	1901	....	....	1903 1905	
14. Kamloops and Atlin.... From point on the C. P. R. between Ashcroft and Kamloops Lake to the plateau of Bonaparte River, thence to point on Cariboo wagon road near 100 Mile House, thence to head waters of Beaver River, thence to confluence of Quesnel with Fraser River, with branch to Williams or Antler Creek.	1901	200	0	....	Lapsed.
15. Kettle River Valley .. .. From International boundary near Cascade City, District of Yale, westerly to Carson City, with branch from Grand Forks to point 50 miles up North Fork of Kettle River, also from Grand Forks via Greenwood to the International boundary at Midway, also (1906) Midway to Hedley, Hedley northerly 20 miles. From point on Midway-Hedley line to Penticton.	1901	200	16	1904 1906	
16. Kootenay Central ... . From Fort Steele to Elko, and to the International boundary, also Fort Steele to Windermere, thence to town of Golden, and branches not exceeding 10 miles each.	1901	200	0	1903 1904	
17. Quebec Terminal and Railway.... .... From north terminus of Quebec Bridge to Quebec and from south terminus of bridge to intersection of I. C. R. with the G. T. R. at Chaudiere Curve.	1901	12	3	....	Lapsed.
18. Similkameen and Keremeos. .. .. From Penticton via Fish Lake Pass to Fish Lake, thence to Keremeos, thence to International boundary at crossing of Similkameen River, and branches from Fish Lake to Nickel Plate Camp and Twenty Mile Creek and westerly to Princeton.	1901	120	0	1904	Lapsed.
19. Vancouver, Westminster and Yukon.... From Vancouver to New Westminster, Vancouver to Squamish Valley to Lillooet, Quesnel and Hazleton or other point on the Skeena River, thence to Dawson and to western boundary of Yukon Territory, also branches easterly to Tete Jaune Cache and Edmonton.	1901	2,000	0	1905 1906	
20. Battleford and Lake Lenore.... .... From Hobbema Station on the Calgary and Edmonton Ry. easterly to Lake Lenore, thence to point on Can. Nor. Ry. near Crooked River, and branch from Tp. 40 to 41, R. 24 W. and 2nd Mer. to Yorkton.	1902	600	0	1905	

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RAILWAY Charters granted since January 1, 1900, &c.—*Continued.*

Name and Route of Railway.	Date of Charter.	Miles.	Miles Built.	Extensions of time for Construction.	—
21. Canada Central..... From mouth of French River to Lake Wahnapitae, thence to head waters of Montreal River, thence northwesterly to point on Albany River, thence to north end of Lake Winnipeg, thence to points not less than 50 miles north of Prince Albert and Edmonton, thence to Tête Jaune Cache, B.C., with branch to Port Arthur and Fort William.	1902	2,500	0	1903 1905 1906 1907	
22. Essex Terminal..... From Walkerville to Windsor, Sandwich and Amherstburg.	1902	18	0	1904 1906	
23. Indian River..... From point in existing railways at north end of Lake Megantic to the International boundary at Rivière Morte.	1902	20	0	1907	
24. Manitoba and Keewatin..... From Winnipeg or Selkirk to west coast of Hudson's Bay or James Bay at mouth of Severn River, and branch from main line west of Cat Lake to the C.P.R. at Ignace, or to Black River.	1902	1,200	0	1904 1906	
25. Medicine Hat and Northern Alberta..... From Medicine Hat to point on the North Saskatchewan River at Victoria, Northern Alberta.	1902	350	0	1903 1905	
26. Nipigon..... From Nipigon Bay, on easterly side of Lake Nipigon to the Albany River and to James Bay, and from point on said line south of Lake Nipigon to Port Arthur and Fort William.	1902	500	0	1904	
27. Nipissing and Ottawa..... From southeast Bay, Lake Nipissing, to Trout Lake and Opemican on the Ottawa River.	1902	30	0	.....	Lapsed.
28. Pacific Northern and Omenica..... From Kitimat Inlet to Hazleton to Teslin or Atlin Lake or boat, also from Hazleton to Peace River Pass, thence to Edmonton.	1902	900	0	1904 1906	
29. St. Lawrence and Northern..... From Three Rivers to La Tuque with branch from Grand Mère to point in Parish of St. Michel des Saints.	1902	160	0	.....	Lapsed.
30. Velvet (Rossland) Mine..... From Rossland, B.C., southwesterly to Velvet Mines on west side of Sophia Mountain, thence to the International boundary.	1902	10	0	.....	Lapsed.
31. Yukon Pacific..... From White Horse, Yukon Ter., southwesterly to boundary between Yukon Ter. and British Columbia, between the 136th and 137th meridians.	1902	100	0	.....	Lapsed.
32. Berlin, Waterloo, Wellsley and Lake Huron..... From Berlin to Waterloo, Wellsley village, Glen Allan, Listowel and Goderich, also (1904) from Wellsley to Stratford, St. Mary's Clinton and Bayfield.	1903	160	0	1904	
33. Brandon, Saskatchewan and Hudson's Bay..... From point on International boundary between ranges 23 and 25 west of principal meridian to Brandon, thence to the Pas Mission.	1903	450	70	.....	Lapsed.
34. Brockville, Westport and Northwestern..... To acquire the Brockville, Westport and Sault Marie Ry. and build from Westport to Sault Ste. Marie and to North Bay, and branch to Barry's Bay, or other point on Canada Atlantic Railway.	1903	550	45	1905 1907	
35. Canadian Yukon Western..... From Dawson, Yukon Ter., westerly to the International boundary.	1903	70		.....	Lapsed.

RAILWAY Charters granted since January 1, 1900, &c.—*Continued.*

Name and Route of Railway.	Date of Charter.	Miles.	Miles Built.	Extensions of time for Construction.	—
36. Cardiff ..... From Sec. 31, Tp. 6, W. of 5th meridian, to point on Crow's Nest branch C.P.R. at Frank or Livingston.	1903	10	0	.....	Lapsed.
37. Chatham, Wallaceburg and Lake Erie ..... Chatham, Ont.. to Wallaceburg and Petrolia, also Chatham to Rondeau, also branches between Chatham and Wallaceburg, to Dresden, between Chatham and Lake Erie to Blenheim.	1903	75	35	.....	
38. Coast Yukon. ..... From Kitimat Inlet to Atlin Lake, thence to the Yukon River, thence to the International boundary, via Dawson.	1903	1,000	0	.....	Lapsed.
39. Guelph and Georgian Bay.... ..... From Guelph to Elora, Fergus, Arthur, Mount Forrest to Owen Sound.	1903	150	0	1905	
40. Hamilton, Galt and Berlin ..... From Hamilton to Galt and Berlin.	1903	40	0	1905	
41. Hudson's Bay and Occidental..... From Fort Churchill to south shore of Lake Athabasca, thence via Peace River Pass to Port Simpson.	1903	1,800	0	.....	Lapsed.
42. Huron, Erie and Buffalo..... ..... From St. Thomas to, or near to Fort Erie. From St. Thomas to Sarnia.	1903	200	0	.....	Lapsed.
43. Joliette and Mannan Colonization ..... From Joliette to Ste. Emelie de L'Energie, St. Michel des Saints and Lake Mannan.	1903	110	0	.....	Lapsed.
44. Kootenay, Cariboo and Pacific. ..... From Golden, B.C. to Tête Jaune Cache, thence to Baskerville and Fort George.	1903	400	0	1905	
45. McLeod, Cardston and Montana.. ..... From McLeod via Cardston to the International boundary west of range 21, and branch from point between McLeod and Cardston to a point in Tp. 1, R. 30, W. of 5th Meridian.	1903	100	0	1905 1908	
46. Niagara, Queenston and St. Catharines..... From St. Catharines to Niagara, Queenston and St. Catharines .	1903	30	0	1906	
47. Nipissing and Pontiac ..... From New Liskeard to foot of Lake des Quinze.	1903	35	0	.....	Lapsed.
48. North West Coal and Coke (changed 1905 to Great West Ry.).. ..... From Bull Park, on North Fork River, Alberta, to Cowley or Livingston on Crow's Nest Branch, C.P.R.	1903	.....	0	1905	
49. Ottawa River, changed 1905 to Central of Canada From Grenville to Montreal, and branch from St. Andrews to St. Come, up River Rouge to Lake Rouge, and to connect with the Canada Atlantic at Hawkesbury.	1903	100	0	1904 1905	
50. Quebec, Saguenay and St. Lawrence.. ..... From Bay of Seven Islands to point on Saguenay River between Lake St. John and Tadousac, thence to Quebec, with branches to St. Alphonse, Murray Bay and St. Paul's Bay.	1903	450	0	1906	
51. Regina and Hudson's Bay ..... From the International boundary between 2nd and 3rd Pr. Mer. to Regina, thence northerly, &c., to Graven, Longlaketon, Strassburg, Carrot River and The Pas, with branch from Craven to Big Quill Lake.	1903	600	0	1905	
52. St. Chrysostome..... To connect the Parish of St. Chrysostome with the Montreal and Champlain Jct. Ry., the Grand Trunk Ry. and Township of Hinchinbrook.	1903	15	0	.....	Lapsed.

SESSIONAL PAPER No. 141a

RAILWAY Charters granted since January 1, 1900, &c.—*Continued.*

Name and Route of Railway.	Date of Charter.	Miles.	Miles Built.	Extensions of time for Construction.	——
53. Southern Central Pacific From Vancouver, via Kootenay Pass to point on Old Man River, Alberta, thence to Hudson Bay not less than 100 miles north of Fort Churchill, with branch (1906) from Main line near Skaist River, B.C., via Kamloops and Yellow Head Pass through Alberta to Cold Lake on Main line.	1903 1906	2,000	0	1906	
54. Toronto and Hamilton (changed 1906 to Toronto, Niagara and Western) (Electric) From Toronto to Hamilton, through counties of York, Peel, Halton and Wentworth.	1903	40	0	1904 1906	
55. Alberta Ry. and Irrigation Amalgamated with the Alberta Ry. and Coal Co., The Canadian North West Irrigation Co. and the St. Mary's River Ry. Co.	1904	*	.....	1906	
56. Bessemer and Barry's Bay From L'Amable Station, Central Ontario Ry. to Barry's Bay.	1904	40	5		
57. Boundary, Kamloops and Cariboo From Midway, B.C., to Kamloops, thence via North Thompson River to point on the Nechaco River, thence to Hazleton, thence to Teslin Lake, thence to confluence of the Hootalinqua River with the Yukon River.	1904	1,600	0	1906 1908	
58. Brantford and Hamilton (Electric) From Brantford through Tp. of East Brantford, Ancaster, &c., to Hamilton.	1904	23	23		
59. Campbellford, Lake Ontario and Western From point between Blairton and Ivanhoe to Cobourg, Port Hope, Newcastle, Bowmanville, Oshawa and Whitby.	1904	120	0	1906 1908	
60. Chicoutimi and North Eastern From Chicoutimi to Rigolet Bay at Hamilton Inlet.	1904	800	0	.....	Lapsed.
61. Crawford Bay and St. Mary's From Crawford Bay, Kootenay Lake, via Crawford Creek and St. Mary's River to Fort Steele.	1904	80	0	1906 1907	
62. Kingston and Dominion Central From Kingston, via Newboro and Westport to point on Georgian Bay between Parry Sound and Midland. Changed, 1905, to Dominion Central.	1904	240	0	1905 1907	
63. Montreal, Nipissing and Georgian Bay From Southeast Bay L. Nipissing to Arnprior, Ottawa and Montreal, and from Southeast Bay to mouth of French River.	1904	350	0	. . . .	Lapsed.
64. Pontiac and Interprovincial From Waltham, Pontiac Co., to Ferguson's Point, thence to point on C.P.R. between Petewawa and Chalk River, with branch from point opposite Chapeau to Desjardinville, opposite Pembroke.	1904	35	0	.....	Lapsed.
65. St. Maurice Valley From Three Rivers to Shawenegan Falls and Grand Mere, thence to junction with the National Transcontinental Railway.	1904 1905	250	22		
66. Thorold and Lake Erie (Electric) From Thorold to Port Colborne, easterly to Fort Erie, and westerly from Port Colborne to Brantford.	1904	80	0	1906	
67. Walkerton and Lucknow From Walkerton to Lucknow, via Teeswater, and Walkerton to Hanover.	1904	35	0	1905	
68. White Horse and Alsek From White Horse, Yukon Ter., westerly to the International boundary.	1904	150	0	1906	

*Mileage given under other companies.

RAILWAY Charters granted since January 1, 1900, &c.—*Continued.*

	Name and Route of Railway.	Date of Charter.	Miles.	Miles Built.	Extensions of time for Construction.	—
69.	Algoma Copper Range From Batchewana Bay to Superior Copper Mines, thence easterly about 120 miles to point on C. P. R., between Cartier and Biscotasing.	1905	150	0		
70.	Anthracite Coal From the Coal deposits in Tps. 18 and 19, ranges 7 and 8, west of 5th Mer. to Lethbridge.	1905	120	0		
71.	Athabaska Northern From Edmonton to Athabaska Landing.	1905	100	0	1907	
72.	Athabaska From Edmonton along north side of N. Saskatchewan River to Tp. 59, R. 19, W. of 4th Mer., thence by N. W. end of Smoky Lake to west end of Lac Labiche, thence to the Athabaska River at junction of Clearwater River.	1905	300	0	1907	
73.	Brantford and Woodstock From Brantford to Woodstock.	1905	30	0		
74.	Calgary and Battleford From Calgary to Battleford and Prince Albert.	1905	450	0		
75.	Calgary, Red Deer and Battleford From Calgary to Battleford.	1905	300	0		
76.	Georgian and Seaboard From point on Georgian Bay between Port Severn and Penetanguishene, to Ontario and Quebec Ry. between Cavanville and Maberly.	1905	180	0	1907	
77.	Lebonk and Thunder Bay From Point on Thunder Bay, following the Blende River to Lebonk mine on lot No. 1 Herrick's Survey Tp. of McTavish, westerly to Loon Lake.	1905	10	0		
78.	London and St. Clair From point on Ontario and Quebec Ry. between London and Komoka to point on St. Clair River between Sarnia and Lake St. Clair.	1905	70	0	1907	
79.	Montreal, Quebec and Southern From St. Guillaume Station on the Montreal and Atlantic Railway to Sorel.	1905	25	0		
80.	Moose Jaw and Edmonton From Moose Jaw to Elbow of S. Saskatchewan River, thence to Edmonton.	1905	450	0		
81.	Owen Sound and Meaford From Owen Sound to Meaford.	1905	20	0	1908	
82.	St. Mary's and Western Ontario From point on the C. P. R. between Woodstock and London to St. Mary's thence to Exeter, thence to Sarnia.	1905	100	15	1907	
83	Trois Rivières, St. Maurice, Maskinongé et Champlain (Electric) From Three Rivers westerly through Point au Lac, Yamachiche &c., to Parish of Maskinongé, also easterly from Three Rivers into Parish of Ste. Anne de la Pérade.	1905	60	0		
84.	Ashcroft, Barkerville, and Fort George From Ashcroft or Kamloops to Fort George and branch from Quesnel to Barkerville.	1906	300	0	1908	
85.	Buffalo, Niagara and Toronto (Electric) From Niagara-on-the-Lake to Fort Erie, with branch from St. Davids to St. Catharines, Fort Erie to Port Colborne and from main line at crossing of Welland River to Welland.	1906	40	0		
86.	Burk's Falls and French River From Burk's Falls to French River at C. P. R. crossing.	1906	70	0		
87.	Calgary and Fernie From Calgary through Kananaskis Pass to Elk River and Fernie.	1906	150	0	1908	
88.	Cobalt Range From Haileybury to point in Tp. of Lorrain opposite Fort Temiskaming, from Port Temiskaming to Ville Marie and to Kippewa Station on Temiskaming and Northern Ontario Ry.	1906	70	0		

RAILWAY Charters granted since January 1, 1900, &c.—*Continued.*

Name and Route of Railway.	Date of Charter.	Miles.	Miles Built.	Extensions of time for Construction.	—
89. Erie, London and Tilsonburg..... From Port Burwell to London and from Point between Port Burwell and Aylmer to Tilsonburg.	1906	50	0	1908	
90. Fording Valley..... From point in British Columbia Southern Ry., between Elk River and Michel Creek to the Fording River Valley, along Henrietta Creek to boundary of Alberta and to Okotoks, also branch lines up five Creeks to 15 miles each.	1906	175	0		
91. Fort William Terminal and Bridge..... Around islands Numbers one and two at mouth of Kaministiquia River, &c.	1906		0	1908	
92. Hamilton, Waterloo and Guelph..... Hamilton to Elmira and from Hamilton to Elora and Fergus.	1906	90	0		
93. Hillcrest Ry. Coal & Coke Co..... From Morrissey, B.C., to Hillcrest Junction or Crow's Nest Branch, C.P.R., thence to Cardston, Alberta, and branches from Mill Creek to Pincher Creek and to the coal deposits in Tp. 5, R. 1, W. of 5th Mer., &c.	1906	150	1·5		
94. Kamloops and Yellow Head Pass..... From Kamloops to Tête Jaune Cache, via N. Thompson, Canoe River and McLellan's Creek.	1906	200	0	1908	
95. Prince Albert and North Saskatchewan..... From Prince Albert to Pas Mission.	1906	230	0		
96. Quebec Midland..... From boundary between Ontario and Quebec at Lake Abitibi to point on West shore of Lake Mattagami.	1906	140	0		
97. Quebec, Montreal and Southern..... To acquire the South shore, the United Counties and East Richelieu Valley Railways, to complete roads and extend from Noyan Jct. to the International boundary.	1906	264	144		
98. Temagami, Cobalt and Temiskaming..... From point on Lake Temagami to Quinze Rapids, Ottawa River.	1906	100	0		
99. Vancouver, Fraser Valley and Southern..... From Vancouver to New Westminster, thence to Douglas on International boundary, from New Westminster bridge to Chilliwhack, and to Ladner's Landing.	1906	100	0		
100. Windsor, Chatham and London (Electric)..... From Windsor to Chatham and London.	1906	120	0	1908	
101. Abitibi and Hudson Bay..... From National Transcontinental Ry. between Frederick House River and Abitibi Lake to James Bay between Albany and Main Rivers.	1907	200	0		
102. Alsek and Yukon..... From point on International boundary at crossing of Klihini River, thence N.W. along Klihini, Fatsenshini, Shakwak and Alsek Rivers, thence along Kluane Lake, Darjek and White Rivers to the International boundary between 62nd and 64th parallels of latitude.	1907	300	0		
103. Burrard, Westminster and Boundary Railway and Navigation..... Belt line from Vancouver through New Westminster, Port Moody, &c., to place of beginning. From proposed bridge at Second Narrows to North boundary of North Vancouver, thence to North Arm and Home Sound, &c.	1907	100	0		
104. Collingwood Southern..... From Collingwood to Baxter on the Sudbury branch, C.P.R. From Collingwood to Orillia.	1907	75	0		

RAILWAY Charters granted since January 1, 1900, &c.—*Concluded.*

Name and Route of Railway.	Date of Charter.	Miles.	Miles Built.	Extensions of time for Construction.	—
105. Eastern Townships.... From point on the Intercolonial Ry. parish of St. Leonard to the junction of the Quebec Central and Maine Central Railways in Wolfe Co.	1907	75	0		
106. Edmonton, Dunvegan and British Columbia. ... . From Edmonton to Dunvegan, thence along Peace River to its confluence with Parsnip River to Fort George.	1907	650	0	1908	
107. Malone and Hopkins Point..... From village of Dundee to Hopkins Point, Co. of Huntingdon.	1907				
108. Manitoba Radial..... From Winnipeg to Clandeboye, L. Manitoba, to point near Grand Rapids on Lake Winnipeg, with branch from Winnipeg to Stonewall and Lake Francis.	1907	160	0		
109. Nipissing Central..... From Latchford to Blanche River, Windigo and point on G.T.P. Ry. at Matagami River, also from Latchford along Montreal River through Tps. Barr to Willison, thence northerly to point on G.T.P. Ry., also Latchford to Temagami Station, &c.	1907	500	0	1908	
110. Quinze and Blanche River . ..... From point in Tp. of Dymond on T. & N.O. Ry. to Des Quinze Lake.	1907	30	0		
111. St. Léon ... . From Louiseville, Maskinongé Co., northward to Alexis, with branches from St. Léon to Three Rivers and to Lake Maskinongé.	1907	50	0		
112. Saskatchewan Valley and Hudson Bay. ... . From Edmonton to Smoky Lake, Prince Albert, Pelican Lake and Fort Churchill, also from Smoky Lake to Ile à la Crosse Lake and Pelican Lake.	1907	1,500	0		
113. Winnipeg and North Western..... From Winnipeg via Stonewall and Mossy Portage to Carrot River Valley, thence westerly via Fort la Corne to the Lobstick River, with branches Prince Albert to Battleford, Saddle Lake to Lake la Biche, Fort Victoria to Athabaska Landing, and S.W. to Edmonton, &c.	1907	1,800	0		
114. Alberta and British Columbia..... From International boundary at Crossing of the Kootenay River to Elko, thence to Cowley, Alberta, and to Calgary.	1908	200	0		
115. Alberta and Brazeau River... From point on Calgary and Edmonton Ry. between Olds and Innisfail to Rocky Mountain House, thence westerly to point in Kootenay plains in the Rocky Mountains. From point between Big Horn and Sheep Rivers, N. Saskatchewan River to Brazeau River, thence along McLeod River to point on G.T.P. Ry.	1908	250	0		
116. Northern Empire ..... From point on International boundary east of Cardston, in Tp. 1, Ranges 20, 21, 22, or 23, W. of 4th Mer. through Lethbridge to Fort McMurray, thence northwesterly via Fort Vermilion, through Yukon Territory, via Dawson City to boundary between Yukon and Alaska, with branch from point east of Victoria, Alberta, to Edmonton.	1908	2,000	0		
117. Vancouver Island and Eastern..... From Victoria to Seymour Narrows and from Bute Inlet to Edmonton.	1908	900	0		

APRIL 1, 1909. E. V. JOHNSON.

RETURN

Answer to an Address of the House of Commons of the 22nd March, 1909, praying that His Excellency the Governor General will cause to be laid before the House a copy of all correspondence, reports, documents, Orders in Council, in possession of the Government relating to the establishment of a Geodetic Service Bureau and the commencement of a Geodetic survey in Canada.

CHAS. MURPHY,
Secretary of State.

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MEMORIAL OF THE DOMINION LAND SURVEYORS ASSOCIATION TO THE MINISTER OF THE INTERIOR, MARCH, 1886.

The Honourable the Minister of the Interior:

Sir,—The following Memorial is respectfully submitted for your consideration by the Association of Dominion Land Surveyors.

The Dominion has arrived at that stage when the wants of the country demand a more exact system of survey than has been in vogue in the past. With the increase in the value of real property—the boundaries of which in the older provinces are in most cases entirely dependent for their stability on the durability of a piece of wood, a few marks on trees or the testimony of a few of the oldest inhabitants, thus often leading to expensive litigation, of which the result is dependent mainly on the preponderance of evidence on one or the other side, which may be, and is often wrong—increases also the necessity for such a survey. Now, were the boundaries—especially those of large areas, such as concessions, townships and counties—connected with, and defined by a geodetic survey, similar to that made by the countries mentioned herein, all doubt as to their true position would be forever set at rest. Also the demands for marine purposes of more accurate charts of our coast, and waters, show that an accurate coast and geodetic survey of the country is urgently needed.

The question of the value and utility of a survey of this kind has been so settled by almost every civilized nation, that it is hardly necessary to advance further proof of the fact, but for information the following may be presented. It is stated by an eminent American engineer that 'if the state of Massachusetts had had a good topographical map in 1836, some $20,000,000 would probably have been saved in its public railway expenditure.'

Mr. Sandford Fleming, in his report to the Minister of Public Works, dated the 5th of April, 1879, says: 'If the railways of Ontario had to be established de novo, a careful study of the requirements of that province would enable any intelligent engineer of ordinary experience to project a new system, which at one-half the cost would far better serve the public, would meet every demand of traffic, would more fully satisfy every expectation and which would not result in disappointment and loss to those who have been induced to invest their means in that which has proved to many an unprofitable undertaking.' The railways of Ontario have cost, according to official returns, nearly one hundred and eighty millions of dollars. If they could have been constructed at one-half the cost, the other half of this enormous expenditure may be assumed to be a wholly unnecessary outlay, if a well-considered and less costly system would have equally met the wants of Ontario. The excessive expenditure can only be considered as superfluous, and so much of it remains permanently unremunerative as to be hopelessly wasted. If public money, the public debt might have been so much the less, or other interests might have been served and developed to the extent of the increased expenditure. If private money, obtained from parties at a distance on fair promises, or on prospects represented as encouraging, there is staring the investors in the face the deplorable and impregnable fact, that much of it will be absolutely lost.

If to-day a railroad is projected in England, preliminary surveys such as we are obliged to make are not necessary. From the plans provided by the ordnance survey, the lengths and grades of any proposed line can be laid down with sufficient accuracy to enable a final location to be made.

These plans are also very valuable in determining drainage areas; water supply; boundary lines between estates; reclaiming tidal lands, and materially assist in equitable assessment of real estate for taxes.

The surveys of this kind which have been made by other countries may be summarized as follows:—

First and foremost is the Ordnance Survey of Great Britain and Ireland, covering nearly 111,000 square miles, which was begun in 1784 and is now nearing completion. The original scale is one inch to the mile, but afterwards six inches to the mile was adopted. Then comes the great Trigonometrical Survey of India, inaugurated at the beginning of the present century by Colonel Lambton, and which is still in progress, and of which the beneficial results have been inestimable. Belgium, with an area of about 10,000 square miles, will have 450 sheets when the survey is completed. The scale adopted is $\frac{1}{20000}$, and the contour lines are one metre apart.

In Prussia, since 1849, new and more perfect methods have been introduced into the government topographical surveys.

In Baden a new map was commenced in 1874, on a scale of $\frac{1}{25000}$, and with contour lines 10 metres apart.

In Saxony the original survey was commenced in 1780 and completed in 1806, on a scale of $\frac{1}{12000}$, and a new map was finished in 1870.

Russia, with its enormous territory, about twice the size of the United States, including Alaska, has been for many years actively engaged in prosecuting geographical surveys.

Norway, although a comparatively poor country, has set itself on having a good topographical map, on a scale of $\frac{1}{100000}$, and its work merits praise.

Sweden, similarly, is prosecuting such work and has one-half thereof completed.

Bavaria in 1868, completed her map in 112 sheets.

Wurtemburg has also a map, on a scale of $\frac{1}{50000}$, of which a new edition is in progress.

Austria has completed a new map, comprising 715 sheets.

In Switzerland a new map of 546 sheets is being issued.

Denmark has a survey in progress.

The great map of France is comprised in 276 sheets.

Italy is being mapped on a scale of $\frac{1}{50000}$.

Spain has been engaged since 1838 on a new survey, and Portugal since 1856.

On this continent surveys of a high order of precision have been made by the United States government along the coast of the United States and along the great lakes. They have also been made over many of the States and territories of the far west, including Nevada, Colorado, Utah, New Mexico, Montana, Idaho, and part of Arizona.

Several States have made similar surveys of their territory, including Massachusetts, California, New Jersey and New Hampshire, and in other States they are in progress.

All the foregoing surveys both in Europe and America are based upon a triangulation. The necessity of such work is proved by experience and is so settled that it can no longer be considered an open question.

A similar survey of Canada, especially of the more thickly populated part of her ocean shore line must and will be made, as a natural consequence of her continued development.

The loss of a single vessel with her cargo through ill-defined rocks or reefs, or inadequate and unreliable charts would be sufficient to pay for thousands of square miles of survey.

The United States coast and Geodetic survey has already made a number of connecting links into Canada for our future use.

Already surveys of more or less precision are being made, and a general coast and geodetic survey is pre-eminently one to be undertaken by the Federal government.

In a work of such proportions as a survey of this kind would ultimately assume, it is primarily essential that a well matured and carefully considered scheme be first

laid down upon which to develop the whole work, and being guided by the experience of other countries it is evident that a primary triangulation is necessary as a ground work for all detail surveys.

For the initiation of the work, and that a beginning may be made in this much needed survey, the following scheme is respectfully submitted:—

That the work should be conducted under the direction of the Department of the Interior, which is provided with the expensive instruments required in work of this nature, and is well able to undertake such a survey from the fact, that it has in its employ a number of surveyors who are qualified by the examination provided by the Dominion Lands Act to undertake extensive topographical and governing surveys, thus rendering it unnecessary to apply to the Imperial government for scientific men to prosecute such work; and also from the fact that very exact surveys of this nature have already been conducted by that department in the Northwest territories.

A survey of this sort is most urgently needed in the older provinces, and in consideration of the fact that an early survey of the Gulf of St. Lawrence has been promised, the work might be initiated there by a Trigonometrical and intermediate coast, and sounding survey with all necessary tidal observations, as the same would be invaluable as an aid to navigation. The Department of the Interior being in possession of the instruments required for such work, a comparatively small yearly expenditure would suffice for extensive field operations.

A chain of primary triangulation along the St. Lawrence river and gulf, also the great lakes, would provide a basis for the extension of the survey into the interior of the different provinces, as the same become necessary, and could readily be connected with the United States lake survey.

In consideration of the foregoing facts, your memorialists respectfully submit that it is to the interest of the country at large that a trigonometrical survey such as is suggested should at once be begun.

And as in duty bound your memorialists will ever pray.

Signed on behalf of the D. L. S. Association.

THOMAS FAWCETT,
President.

Gravenhurst, March 25, 1886.

MEMORANDUM OF THE DOMINION LAND SURVEYORS ASSOCIATION PRESENTED TO THE GOVERNMENT IN 1888.

At the fifth Annual Meeting of the Association of Dominion Land Surveyors, held at Ottawa, on the 14th and 15th of March last, (1888), a committee was appointed to consider the question of a Trigonometrical Survey of the Dominion, to draft a scheme for its inception, and to take such steps as they might deem advisable to bring the subject under the notice of the Government, and of others likely to be interested in this much needed work.

The Committee beg to submit the following in reference thereto:

The Dominion has now arrived at that stage when the wants of the country demand a more exact system of survey than that in vogue.

The question of the value and utility of a trigonometrical survey has been so settled by almost every civilized nation, that it is hardly necessary to advance proof of the statement that it would be of immense practical value to the whole Dominion; but for illustration, and in support of the statement, the following facts are offered.

The surveys of this kind, which have been made by other countries, may be briefly referred to.

First and foremost is the Ordnance Survey of Great Britain and Ireland, covering nearly 111,000 square miles, which was begun in 1784, and is now nearing completion.

Then comes the great Trigonometrical Survey of India, inaugurated at the beginning of the present century by Colonel Lambton, which is still in progress, and of which the beneficial results have been inestimable. Belgium is carrying on a survey which, when completed, will furnish 450 sheets of map on a scale of 1/20,000 with contour lines one metre apart.

Prussia is carrying on an extensive survey, and since 1849 has introduced new and more perfect methods. Russia, with its enormous territory, about twice the size of the United States, including Alaska, has been for many years engaged in prosecuting trigonometrical surveys.

Norway, although a comparatively poor country, has set itself on having a good topographical map, on a scale of 1/100,000 compiled from trigonometrical surveys.

Austria has completed a new map of the empire, comprising 715 sheets also compiled from data furnished by trigonometrical surveys.

Denmark, Switzerland, Spain, Portugal and Italy are all carrying on trigonometrical surveys to enable them to map their territories accurately.

France has completed her survey, and the result is shown in 276 sheets of map.

On this continent, surveys of a high order of precision have been made by the United States government, and the work of the Coast and Geodetic Survey is going steadily on, having been extended along the sea coast and also along the Great lakes, and many of the states and territories have been covered by its operations, including some in the far west, viz.: Nevada, Colorado, Utah, New Mexico, Montana, Idaho and part of Arizona.

Several of the states have conducted independent trigonometrical surveys of their own territory, including Massachusetts, California, New Jersey and New Hampshire, and in other states they are in progress.

All the foregoing surveys are based on triangulation.

It may be asked what are the practical benefits to be derived from a trigonometrical survey, and what is there to justify the expenditure of the large sum of money which a survey of this kind would ultimately cost. To make the point of practical benefit clear, the following will be readily understood by all:

It is stated by an eminent American engineer that 'if the state of Massachusetts had had a good topographical map in 1836, some twenty million dollars would probably have been saved in its public railway expenditure.'

Mr. Sandford Fleming, C.M.G., in his report to the Minister of Public Works, dated April 5th, 1879, says: 'If the railways of Ontario had to be established "de novo," a careful study of the requirements of that province would enable any intelligent engineer of ordinary experience to project a new system which at one half the cost would far better serve the public, and would meet every demand of traffic, would more fully satisfy every expectation, and which would not result in disappointment and loss to those who have been induced to invest their means in that which has proved to many an unprofitable undertaking.'

If to-day a railroad is projected in England, or any other country possessed of a good topographical map, preliminary surveys such as we are obliged to make are unnecessary, for from these plans the lengths and grades of any proposed line can be determined with sufficient accuracy to enable a final location to be made.

In carrying on a survey of the character contemplated, it is necessary to run lines of exact levels from station to station, and thus we would have the elevations of points all through the settled portions of the country, and in future operations, in which levelling is a feature, all levels could be referred to a common datum line (sea level for instance), and when railway lines are pushed back into the wooded interior, the physical character of which is but little known, we would then have some definite idea of main watersheds and valleys, to guide future operations, instead of relying, as is at present done, on guess work and hearsay evidence.

Among other benefits to be derived from a survey of this kind are the following: Our extensive coast line both in the Gulf of St. Lawrence, on the Atlantic and Paci-

fic seaboards, and also in our inland waters, has been very roughly determined in many places, and in consequence many disasters happen to shipping, and many valuable lives are lost annually, which would in a great measure be avoided were we in possession of reliable charts of our waters; and one of the first requisites in making the hydrographic surveys, necessary to provide the data or compilation of these charts, is that certain points on the shore should be accurately fixed. It may be mentioned in connection with the hydrographic survey of Georgian Bay, at present being carried on under the direction of Staff-Commander Boulton, R.N., that Commander Boulton stated before the D.L.S. Association, at its last annual meeting, that in making his survey he had not been able to connect his work with any point accurately determined by Canadian authority, but had to use points established by the United States Coast and Geodetic Survey.

On our inland lakes and waters large sums are annually spent in harbour and other improvements, and yet the geographical positions of these harbours and waters are not accurately shown on any map or chart.

A large sum has been spent in building the Murray Canal between Lake Ontario and the Bay of Quinte, but there is no correct chart of the Bay, and a stranger attempting to navigate a deeply laden vessel in its waters would probably meet with disaster. This has happened time and again, and will continue until we have an accurate chart of the Bay, and as has already been said the work of making these charts would be greatly expedited by having points along the shores established by a trigonometrical survey from which to begin the hydrographic survey.

Numerous isolated surveys have been made under various departments of the Government, at points on the Atlantic coast, the Gulf of St. Lawrence, and in the Great lakes; it is also proposed by the Militia Department to make a series of reconnaissance surveys at different points; all these surveys, made, or to be made, give valuable results, but they cannot be considered complete until they are connected. To this end a carefully executed triangulation is necessary.

Again, with the increase in the value of real property, any work having in view the permanent marking of points which would definitely fix the positions of boundaries of real estate is for the public good. In many of the provinces the boundaries of valuable properties are in most cases dependent on the durability of wooden posts, a few marks on trees, or the testimony of a few of the oldest inhabitants, and as a consequence expensive litigation often arises, in fact it may safely be said that the amount annually expended in litigation regarding boundaries would go a long way towards paying for the cost of the trigonometrical survey.

Were the boundaries, especially those of large areas, such as counties, townships, and concessions, accurately defined by a trigonometrical survey, similar to that made by the countries herein referred to, all doubt as to their position would be forever set at rest.

At the present time, throughout the Dominion, every city and many of the towns and villages are looking about for means of obtaining a good water supply or of improving the supply they have.

Gravity being the best method of utilizing a water supply, is generally first sought after, but the information necessary to determine the availability of a supply by this means, can now only be had by expenditure of large sums in surveys, as has been lately seen in Toronto.

Had there been a good topographical map in existence, that expenditure would have been unnecessary.

In drainage work the information derivable from a survey of this kind would be invaluable, and as our agricultural population is waking up to the benefits arising from proper drainage, no time should be lost in giving them this aid. The maps would enable any engineer to determine by a simple calculation the area of any basin to be drained and to know accurately the size of drain necessary, and its proper location, and the survey would do away with all litigation arising from parties claim-

ing that their lands do not lie in the basin to be drained, as a reference to the map would show at a glance the natural drainage outlet for any piece of land.

These maps would also be exceedingly valuable in assisting an equitable assessment of real estate for taxes, and in providing the necessary information required in locating and building public highways, and would save large sums of money which are now expended in finding out where roads should be built; and the sum so saved might be expended in making the roads more solid and permanent.

The information afforded by the maps provided from a survey of this kind, in reference to our inland waters, and the possibility of their utilization for navigation which is becoming every day of more importance, would be of vast benefit to the country.

Many large public works are now being agitated, and will no doubt in the near future be undertaken, as, for instance, the "Ottawa Ship Canal," "The Trent Valley Canal," &c., the possession of good topographical maps would very naturally assist in settling the question of the feasibility of these and many other schemes for the improvement of navigation, &c.

Instances might be cited indefinitely to prove the value, not only to the Government, but to the people at large of a trigonometrical and accompanying detail survey of the kind herein referred to, but it is thought that enough has been said to conclusively show the benefits which would accrue therefrom.

The survey should be undertaken by the Federal Government, as it is pre-eminently a Dominion work, and we now come to the important point of a basis or scheme for its inception.

In a work of such proportions as a survey of this kind would ultimately assume, it is primarily essential that a well matured and carefully considered scheme be first laid down, upon which to develop the whole; and, being guided by the experience of other countries, it is evident that a primary triangulation is necessary as a ground work for all detail surveys.

For the inception of the work, and that a beginning may be made, it is suggested that the work should be commenced on the St. Lawrence river near Cornwall, where the U.S. Lake survey ended, and be continued down that river to the gulf. The work would first consist of a primary triangulation, with sides of from ten to thirty miles in length, as circumstances permitted, and would then be extended by carrying on a greater or less amount of interior topographical work, levelling, &c.

COST.

The cost would of course vary with the extent of survey, but it is thought that a sum of, say, fifteen thousand dollars would be sufficient to start the primary triangulation, which is the basis of survey. This amount would cover the cost of two observers, one on each side of the main chain of triangulation, and two station setting parties, and would pay all expenditure of the above for transport and travelling expenses.

Of course a much larger sum than that mentioned could be advantageously employed, but the annual expenditure of this small amount would provide a large quantity of valuable information, and would lay the foundation for more extensive prosecution of the work, when the circumstances warranted it.

The advantage accruing to the country by a geodetic survey would not be confined to the definite material advantages gained in topographical knowledge, and the coast and sounding surveys based upon the triangulation.

An additional and not inconsiderable advantage would be the stimulus given to scientific research. It has been the experience of other countries that men employed on geodetic surveys, having their attention drawn to the numerous branches of science involved, have, by their scientific and mechanical inventions, added greatly to the sum of knowledge in these branches, and indirectly to the material wealth and progress of the countries.

The Association of Dominion Land Surveyors has long felt that the time had arrived when a trigonometrical survey of the country should be begun, and the question has frequently been discussed at their annual meetings. In 1886 they took action in the matter by preparing a memorial on the subject, and submitted the same to the Hon. the Minister of the Interior; and recognizing the necessity for keeping the matter alive, they appointed this committee, as has already been mentioned, to prepare a memorandum on the subject.

In submitting this memorandum for your consideration, the committee feel the subject is one which should appeal strongly to all who are interested in the welfare of our Dominion, and they think the facts herein contained should be sufficient to show the necessity for a beginning being made towards a geodetic survey of our country.

They earnestly ask you to do anything you can to assist the Association in bringing this matter to the notice of any who are likely to be interested in seeing this much needed work begun, all of which is respectfully submitted.

W. F. KING,
O. J. KLOTZ,
W. S. DREWRY,
E. J. RAINBOTH,
J. S. DENNIS,
} *Committee.*

OTTAWA, April 13, 1888.

Chief Astronomer to the Deputy Minister of the Interior:

May 3, 1897.

DEAR MR. SMART,—I inclose herewith a memorandum drawn up some years ago by the Dominion Land Surveyors Association dealing with the question of a trigonometrical survey of the Dominion. This is a matter which has frequently been discussed among the technical officers of the department and which has more than once been brought before the Minister of the Interior, but which has never reached the point of governmental action. I now take the liberty of bringing it up again to ask consideration of it as a matter, as I believe, of importance in the interests of the Dominion.

The advantages of such a survey are pretty clearly set forth in the pamphlet inclosed. In the first place, the extensive use of trigonometrical surveys by civilized nations in itself is a proof of their utility. No doubt the advantages increase with the density of population, and it may be argued that Canada is not in that respect, so favoured as the countries named, and that the expense of such a work would be too great to warrant the Government undertaking it. However, the beginning of a survey and its full completion are two different things. Canada could certainly well afford to undertake the work proposed in the memorandum, the triangulation of the more thickly settled parts of the country along the main waterways.

In the second place the argument in favour of triangulation surveys does not rest solely on the fact that other countries have tried them. There are many very evident advantages of such surveys. These are dealt with in the memorandum, and it is not necessary for me to discuss them here at length.

To be short, a trigonometrical survey means the establishing with accuracy of the absolute positions of a number of points scattered over the country, forming a framework upon which are based, wherever they are needed, detail surveys showing the hills, valleys, rivers, islands, &c., in their true relative positions.

Such surveys of detail have heretofore been made in Canada in many places, both on land and water, but without the connecting framework they lose much of their value as regards permanence, as well as accuracy. As an illustration of the advantages of system, I may cite the Dominion Lands Surveys in the Northwest. The outlines of townships were first laid down with accuracy as controlling lines at a

cost of say fifteen dollars to twenty dollars per mile. Then the interior lines of sections were surveyed at say seven dollars per mile. The more expensive survey of the outlines permitted the cheap surveying of the interior. Had the outlines not been previously laid down, it would have been necessary either to survey the section lines with accuracy and cost equal to that actually applied to the outlines, or to have permitted errors to accumulate, which would speedily have deformed altogether the rectangular form of the surveys, and led to endless confusion of boundaries.

I would suggest that a beginning could be made on the lower St. Lawrence river. The work would become immediately available in assisting the hydrographic surveys of the Marine Department. Attention is now being particularly drawn to the St. Lawrence as a water highway and it seems desirable that an accurate survey should be made of it. The triangulation work would properly come under this department, as it is a matter of land surveying, and not engineering.

The proposed work would include a main triangulation following the course of the hills parallel to the river; a secondary or minor triangulation to establish points of reference on the river bank or elsewhere where needed and astronomical determinations of longitudes of important points, such as Father Point. Magnetic observations would also be made, for the determination of the variation of the compass and information of value as regards the meteorology, tides, and currents would also be obtained. The estimated cost of the first year might be put at $20,000.

Although I have laid more stress here upon the desirability of a survey of the St. Lawrence, I would repeat that the triangulation is not to be considered as a marine or river survey only. It would equally have its use as regards surveys on the land.

W. F. KING,
Chief Astronomer.

JAS. A. SMART, Esq.,
Deputy Minister of the Interior.

The Chief Astronomer to the Hon. Clifford Sifton, Minister of the Interior:

Hon. CLIFFORD SIFTON,
Minister of the Interior.

June 14, 1899.

SIR,—Having been directed by you to explain the methods and objects of Geodetic surveys, with especial reference to conditions existing in Canada, I have the honour to present the following report:

The question has been raised at the present time by an invitation from the United States Government to join in the measurement of the 98th Meridian. The Royal Society of Canada has also presented a memorial to His Excellency the Governor General in Council on the same subject. In the present report it is proposed to discuss not only this special work, but also the general subject of trigonometrical surveys in Canada.

It may be remarked that this is not altogether a new question; the question of the trigonometrical survey of Canada was discussed many years ago by the Association of Dominion Land Surveyors, who, in 1888, presented a memorial on the subject to the Minister of the Interior. A copy of this memorial is inclosed.

The Association of Ontario Land Surveyors at Toronto, also has lately brought before the Ontario Government the question of a trigonometrical survey of that Province.

A geodetic survey may be defined simply as a survey made with great accuracy. This accuracy is attained by limiting the linear measurements to one or more baselines, from which a chain or net work of triangles is sprung, covering the country to be surveyed. The angles of the triangles are read with the theodolite, and the lengths and directions of the sides are thence computed. Hence, a geodetic survey is often called a triangulation, or trigonometrical survey. The exact levels of the triangula-

tion stations are also determined. The survey is placed in position by means of astronomical observations. Thus a number of points twenty or thirty miles apart are accurately determined as to position and elevation.

When the object of the survey is (as it usually is) the making of an accurate map, the 'filling-in' process follows. An interior net work of smaller or 'secondary' triangles may be based upon the primary system, and the details of the topography placed by means of the plane-table, or otherwise.

The complete survey therefore affords exact data:—

For charts of the coast and inland waters.

For engineering works of all kinds; such as location of highways, railways, canals, drainage works, water supply and estimation of drainage areas therefor, &c.

For military purposes; for geological and other investigations, and for surveys relating to the boundaries of private lands, municipalities, &c., or cadastral surveys.

And affords, generally, to every branch of industry the information needed as to its surroundings without the expense of making a personal tour of inspection.

The memorial of the Royal Society, however, does not contemplate a complete topographic survey, but merely a primary chain along the 98th Meridian, without the filling-in (at the present time) of the topographic details, and their estimate of cost is made accordingly.

As regards the advantages of a primary triangulation alone, it may be said that it affords an accurate basis for the investigations and works indicated above. The work of the engineer and surveyor can then proceed wherever the needs of the population require, and the constant recurrence of duplicated work is avoided. The triangulation, when once made with proper refinement, will, for all time, fill the requirements of every project where accurate information as to position, distance and elevation is required.

That the utility of geodetic surveys is real, and not fictitious, may be seen from the fact that they have been made, and are being made, by almost all civilized countries; all the nations of Europe, Cape Colony, and Natal, New South Wales, India and New Zealand, the United States (and some of the individual states). In India and New Zealand, moreover, the trigonometrical survey has even been a preliminary to the survey of individual holdings of land.

Besides the utilitarian applications of geodetic surveys, results of high scientific value are derived from extended triangulations. The measurement of an 'arc' is the comparison of a distance measured (by triangulation) on the earth's surface with the observed difference of astronomical latitude or longitude of its extremities, thereby giving the earth's curvature in direction, and, by a proper combination of such measures, the dimensions and figure of the earth as a whole.

The determination of the dimensions of the earth is of service in astronomy, for the earth's diameter is the 'yard-stick' with which astronomical distances are measured. The form of the earth's surface also finds a very practical use in surveying. For instance, the Dominion Land Surveys in Manitoba and the Northwest Territories have been systematized by tables (published in the Manual of Instructions to Surveyors) giving the lengths and directions, latitudes, longitudes, &c., of all section lines. To this system is due the accuracy (unequalled for surveys of that class) with which these surveys have been made. We computed these tables from the 'Elements of the figure of the Earth,' deduced by Col. Clarke, R.E., as the result of an abstruse investigation of the data furnished by a large number of geodetic surveys.

An indirect application to other sciences may be suggested as follows: The earth was at one time probably a mass of fluid, having, from its rotation, a symmetrical spheroidal form. During the process of solidification and subsequently contraction it has been deformed by various tidal and other forces, so as to be no longer of symmetrical figure. The exact determination of its present form would help towards an un-

derstanding of the forces which have been acting and those which are now acting upon it, and thereby throw light upon many branches of science, such as geology, terrestrial magnetism and meteorology. Most of the measurements hitherto made have been in the Eastern Hemisphere; for a complete investigation more data is wanted from the Western Hemisphere.

The 98th meridian passes over the greatest extent (north and south) of land in North America. Hence the importance of the work proposed. Moreover, there is special advantage in measurements in high latitudes, and the Canadian part of this arc is correspondingly important.

In considering the advisability of a geodetic survey in Canada, however, account must be taken of the fact that the population is small, and the national wealth is needed for development of resources. Hence more stress must be laid upon the practical than upon the scientific advantages. This is the more allowable because the great triangulation systems in Europe and elsewhere (including the United States) have been designed to serve practical and not theoretical ends. Very little has been done solely for the sake of science, although it has usually been found possible so to shape the plans of triangulation as to secure scientific in addition to the practical results which have been the first consideration.

Looking at the measurement of the 98th meridian from this point of view, it is to be regretted that its practical is not commensurate with its scientific value. Northward from the 49th parallel this meridian runs for one hundred miles or thereabouts over the plains of Manitoba, which have been already surveyed by the Dominion Government with sufficient accuracy for present purposes. Thence it passes between Lakes Manitoba and Winnipeg and across the northern end of the latter. Here the triangulation would be useful for an accurate survey of the lake, which will, no doubt, be needed sooner or later for purposes of navigation. But north of Lake Winnipeg it would run through a country where the possibilities of local utility of such a work are very doubtful.

The cost of the work would be between $100 and $150 per mile, or from $35,000 to $52,500 for the portion south of the north end of Lake Winnipeg, and the smallest rate of expenditure, consistent with efficiency, would be in the neighbourhood of $10,000 per annum. The results to be obtained can hardly be held to justify such expenditure, when so much of the coast and well settled parts of the Dominion is in need of accurate survey.

There is another scheme of triangulation which, while important from a scientific standpoint, is even more so from a utilitarian one, and is therefore worthy of careful consideration. It has been suggested by Dr. Pritchett, Superintendent of the United States Coast and Geodetic Survey. The survey has completed the measurement of an arc over 1,500 miles in length, from Mobile, Alabama, to Calais, Maine. The proposition is that Canada should extend this arc a further distance of about 350 miles to the extremity of Cape Breton. This triangulation would extend along the Bay of Fundy, and would serve as a basis for accurate surveys in New Brunswick and Nova Scotia and Prince Edward Island, as well as for hydrographic surveys of the coasts of these provinces.

It is believed that this survey would so exhibit the practical value of geodetic surveys that the triangulation would afterwards be extended past Prince Edward Island along the south shore of the Gulf of St. Lawrence to meet the survey which will doubtless eventually be made along the St. Lawrence and north of Lake Ontario to and through the western peninsula of the province of Ontario.

In support of the scheme thus roughly outlined, it may be said that the annual expenditure need not be large, the advantages to be secured are many, and the scheme follows a reasonable line of development. The United States Coast and Geodetic Survey has been developed on very similar lines. Beginning on the Atlantic coast, it has gradually been extended over all the coasts of the United States and into the interior as the need of accurate survey became more and more apparent. Besides the geodetic

surveys made by the general government, of which the principal are the coast and lake surveys, topographical surveys have been made by individual states, always based upon the primary triangulation of the coast survey. Thus, for instance, nearly all of New England (except the northern part of Maine) has been covered with a triangulation network; also a large part of the state of New York. The states of New Jersey, Maryland, Ohio, Illinois and many others have made or are making trigonometrical surveys.

In carrying out a survey of this kind in Canada, it is believed that the provinces would find it to their advantage to co-operate, so that, while the Dominion government executed the primary work, the topographical filling in, where necessary, would be done by the province. Many of the useful applications, such as engineering works, boundaries of lands, &c., are properly provincial matters, while others, such as hydrographic surveys, belong to the Dominion, Department of Marine, or other departments.

The cost of producing the 'oblique arc' from Calais to the extremity of Cape Breton by a triangulation chain 25 miles wide is estimated at $35,000, or about $100 the running mile, or $4 the square mile. Of this amount $5,000 is for theodolites and other instruments which would be available afterwards for other work. The remainder of the cost would be spread over three years.

W. F. KING,
Chief Astronomer.

MEMORANDUM OF THE ROYAL SOCIETY OF CANADA, OTTAWA, MAY, 1903.

The committee appointed at the last meeting of the Royal Society for the purpose of ascertaining what action, if any, the government of Canada is willing to take in the direction of extending the triangulation system of the United States Coast and Geodetic Survey into this country as urged by the Royal Society in a memorial presented to the Governor General in Council in the year 1898, and to again urge the importance of the work, have the honour to submit the following report:

In December, 1898, the Royal Society brought to the attention of His Excellency the Governor General in Council a proposal by Dr. Pritchett, at the time superintendent of the United States Coast and Geodetic Survey, to measure an arc along the 98th meridian from Acapulco, Mexico, to the shore of the Arctic Sea in Canada. The measurement of the meridian had been in progress for some time as part of the general survey of the United States; the object of Dr. Pritchett in urging its extension through Canada and Mexico was to provide data for the determination of the figure and dimensions of the earth, and while from this point of view the work would be purely scientific, the Canadian portion of it would also be of great practical utility in forming the basis of a thorough geographical survey for the Dominion. The government of Mexico had announced its readiness to undertake its part of the work; the successful execution of the project as a whole therefore depended entirely on the co-operation of Canada. It was suggested by the Royal Society that a limited grant for this purpose would be regarded as a contribution to aid in the general researches of the nations of the world, while at the same time, it would serve to inaugurate a very much needed work and one of great practical importance to the future of the Dominion.

The answer of the government was that while they fully appreciated the importance of the project from a scientific and practical point of view, they were not in a position then to recommend the co-operation of Canada in the suggested work.

During the five years elapsed since this memorial was presented to His Excellency the Governor-General-in-Council, the work has been more than half completed in the United States and the cost has been reduced to little more than $50 per mile of progress along the axis of the triangulation, this very low figure being due to exceptionally favourable circumstances and furnishing a probable lower limit of cost. In Mexico, the work has been pushed rapidly forward by the Mexican Geodetic Commission. The most difficult part of the triangulation, across the two main chains of the Grand Cordillera, has been completed and connected with the National Observatory at Tacubaya. A preliminary survey for locating the triangles has been made as far as Acapulco on the Pacific coast, towards the south, and Tampico, on the Gulf of Mexico, towards the north. Director Angel Anguiano, under whose skilled guidance the work is being executed, expects to finish the triangulation from Acapulco to Tampico in a little more than a year, leaving only a short interval from Tampico to a point near Matamoros for completing the whole of the work in Mexico.

While considering the advisability of again bringing this matter before the government, it has occurred to your committee that the time has arrived when the larger question of a geodetic survey as a basis for systematic surveys in Canada, should receive earnest consideration. In our memorial of 1898, it was represented that without such a basis, there is no finality in results; the same ground is being surveyed over and over again, as is the case in the Dominion, by the land surveyor, the geologist, the railway or canal engineer, the hydrographer, &c. For every new object a new survey has to be made. The labour and expenditure on these surveys would be considerably reduced and often entirely unnecessary, if we had a systematic triangulation carried out as in other countries.

This fact has long been recognized in Europe where every country has been accurately mapped. Outside of Europe may be cited the United States whose triangulation is well advanced; India which offers a striking instance of extensive and well conducted surveys, the Cape of Good Hope and Natal which have executed a joint triangulation of South Africa; New Zealand, where triangulation has preceded all other surveys. It must not be supposed that there were no objections raised in these countries to the inception of the work; on the contrary it was frequently opposed by those who did not understand its practical value, but their opinions changed after they had been in a position to appreciate its usefulness. Of the survey of South Africa, Mr. David Gill, Her Majesty's astronomer at the Cape, says:—

'The influence of the geodetic survey has made itself felt by raising the whole tone of survey operations in South Africa. Strongly as it was at first opposed and grudgingly as it was maintained, its advantages are now fully acknowledged and by none more warmly than the surveyor generals of the Cape Colony, Natal and Bechuanaland.'

There are few countries, if any, where the expenditure for surveys per capita of population is as large as it is in Canada. The Department of the Interior is subdividing lands in Manitoba, the Northwest Territories and British Columbia, the Geological Survey Department is surveying and exploring in all parts of the Dominion, the Department of Marine and Fisheries is making a hydrographic survey of our navigable waters, a military survey of the country is in course of execution under the direction of the military authorities, the Department of Public Works and the Department of Railways and Canals are also conducting extensive surveys. In these operations, ground already covered by one department is often gone over again by some other department. The same distribution and duplication of work is repeated in each province, where almost every department of the local government and many of the great corporations are making surveys for some purpose or other. Were this great mass of information bound and connected together by a triangulation, it would become possible to take a broad and comprehensive view of great questions affecting the country, instead of considering them only under the few aspects presented by local sur-

veyors. That the practical value of accurate maps is not overestimated by your committee is shown by the experience of the British army in South Africa: millions in money and many valuable lives would probably have been saved, had accurate maps of the country been available. One of the first acts of the British government after the war, and even while it was going on, was to commence an elaborate survey of the country.

The Dominion of Canada, controlling an area surpassed only by that of Russia, but of which the greater portion is still unsurveyed, would be distinctly benefitted by a triangulation as a means for the extension of further surveys. The explorations incidental to the establishment of the triangles would afford an opportunity of collecting information for which any special demand may arise, such as the heights of waterfalls and the volume of water, for determining their commercial value.

While thus advocating a rational basis for the surveys made in Canada, your committee is not blind to the fact that owing to the immense extent of the country and its sparse population, the question presents peculiar difficulties. Were it proposed to organize a geodetic survey on the same lines as in the small, thickly populated European states, the cost would probably be beyond the resources of Canada and the government might well hesitate before undertaking a project of such magnitude. It is believed, however, that a scheme may be devised which, while within the means of Canada, will give to the country, or at least to its most populated parts, the benefits of a geodetic survey. For this purpose, it is respectfully recommended that the government be asked to appoint a commission to collect information and to inquire and report upon the subject. With the material furnished by the Commission, the government will be in a position to decide what is required in the interests of the country and for the development of its resources.

Chief Astronomer to The Minister of the Interior.

May 5, 1904.

Hon. Clifford Sifton,
Minister of the Interior.

Dear Mr. Sifton,—In returning to you the Memorial of the Committee of the Royal Society and other papers concerning the proposed survey of Canada, I wish to be permitted to make a few remarks upon the subject.

The Royal Society suggests that a commission be appointed to inquire into the organization and methods in use in other countries, and to formulate a scheme of survey suitable to the conditions existing in Canada.

I submit that this is not the best way to arrive at the information which the Government needs for intelligent action.

Organization and methods are only of secondary interest in this connection. Methods of survey are well known. They can be found stated very fully both in the reports of survey organizations and in the text books. The principles are simple, slight variations only can be made from certain general lines in their applications, and the variations which it is advisable to make to suit different conditions are only to be discovered in practice, that is, while the survey is being made. The conditions which call for these modifications are Canadian conditions; they are not to be predicted by inquiry into conditions which have existed elsewhere.

Methods, therefore, are for the consideration of the Superintendent of the Survey, after it has been determined to proceed with it, and have only secondary interest to the Government, in deciding whether the survey is to be made.

Similar remarks will apply to the organization.

As for a scheme of triangulation for Canada, all authorities are agreed that the aim should be to extend it over the settled parts of the country. (See the Memorial, also Major Hills' Report). The only question is how much should be done at one time, and where, and what it will cost.

This last, the cost, appears to be the question which is the practical one for the Government to consider and the most important. If this is ascertained, the inquiry as to the extent and locality of the operations is greatly simplified.

I would suggest that the way to arrive at the cost is not to make an academic investigation into what it has cost in other countries, under other conditions, but to make an actual survey here in Canada. A small piece will suffice as a basis upon which estimates may be founded.

Experiment is the best method of obtaining knowledge.

It is necessary to make an exact survey to connect the new Observatory with the old one on Cliff street. I have been intending to do this this spring, and have provided for it in my scheme of work. This survey will have to be made by a triangulation, which will extend to the lower of the Gatineau Hills. There will be an "expansion from a base" to sides of considerable length, approximating to the lengths of the sides of a primary triangulation.

It will be easy and inexpensive to extend from these sides a triangulation along the Ottawa valley a sufficient distance to exhibit the methods, and the cost, of a triangulation.

The cost of the detail which is a separate operation could be ascertained, if desired, in like manner.

Anything done in this way would not be lost, as any general scheme of triangulation must pass through Ottawa. Major Hills in his scheme makes Ottawa the central point for the work in the east.

I may add that another part of Major Hills' scheme is already in progress. I refer to his recommendation that a line of triangulation be carried near the 49th parallel eastward from the Pacific Coast. This is being done in connection with the boundary survey, along the 49th parallel, with the practical purpose of making the measurements along the line, which in that mountainous country cannot well be done in any other way. About 100 miles has already been completed, with an accuracy not far from that of a "primary" or geodetic triangulation. As half the work is done by the United States, Canada is getting a basis for future accurate surveys very cheaply.

In conclusion, I wish to express dissent from Major Hills' statement that the survey must be conducted as a military organization. He bases his opinion on the practice of other countries, and on the supposition that a "rigorous and methodical discipline" is necessary for the successful conduct of survey work.

We have little difficulty in securing obedience to orders on our surveys under civilian control. If the discipline is not 'rigorous' in the military sense, this has an advantage rather than otherwise, in enabling a man to carry out the spirit, rather than the letter of his instructions.

As to the appeal to the precedent afforded by other countries, it must be remembered that in Europe, there are large numbers of engineer officers under pay. The carrying on of these surveys affords them employment in time of peace, and the expense of the work is lessened in the item of salaries.

This condition does not exist in Canada, and Major Hills does not contemplate any saving in salaries, for he estimates for the superintendent and assistant superintendent together, $7,000 as salary. I suppose this means $4,000 for one, and $3 000 for the other. This, I need not point out, is more than the government pays its civilians engaged in superintending surveys.

As conditions in Canada are nearer to those in the United States than to conditions in Europe, comparison should be made with the United States. Major Hills says that there, a 'mixed system' of control is adopted. This is hardly correct. Extensive triangulations are being made there by the Coast and Geodetic Survey, and the

Geological Survey, both absolutely civilian establishments. Triangulations have also been made by the War Department, but of less extent and importance, with the exception of the Lake Survey, made many years ago. The field work of this survey was I believe largely in the hands of civilians.

W. F. KING,
Chief Astronomer.

Chief Astronomer and Dominion Geographer to the Minister of the Interior:

July 25, 1904.

Hon. CLIFFORD SIFTON,
Minister of the Interior.

SIR,—Herewith we have the honour to transmit our discussion of Major Hills' report on the survey of Canada.

Our conclusions, based on reasons fully set forth in the appended report, may be briefly stated as follows:

1. Accurate maps are of the greatest value for administrative, military, economic and engineering purposes.

2. While much material for maps has been accumulated in Canada as the result of surveys, the accuracy of the maps is of an inferior order on account of the lack of systematic control by triangulation.

3. Major Hills does not provide for sufficient triangulation to properly control the detail work he suggests, nor is it, as proposed, of sufficient accuracy to meet future requirements.

4. His scheme of detail work involves duplication of existing surveys.

5. Greater advantage would be achieved by carrying on the triangulation on a wider scheme, and discarding for the present the scheme of detail work altogether.

6. The work should be under civilian, not military management.

W. F. KING,
Chief Astronomer.

JAS. WHITE,
Dom. Geographer.

Chief Astronomer and Dominion Geographer to the Minister of the Interior:

July 25, 1904.

SIR,—We, the undersigned, have the honour to report as follows upon the 'Report on the Survey of Canada,' by Major Hills, C.M.G.

We are in thorough accord with him as to the importance and necessity of good maps for administration, military, economic, and engineering purposes. What he says in this respect must, indeed, be considered axiomatic, as also his view that proper maps can only be got as a result of surveys based upon a trigonometrical framework.

Of the necessity of this framework, the uniform practice of all countries which have undertaken systematic construction of maps (including nearly all civilized nations) is proof. So also is the experience of Canada in the attempt to make maps from surveys not systematically connected together.

Major Hills, in his second chapter, 'Existing survey work in Canada', draws attention to some of the difficulties which the cartographer, under existing conditions has to face.

His statement of these is generally correct, though inaccuracies are noticed, generally of a minor character. In one instance, however, to be noticed hereafter, incorrect information has led to a defect in his proposed scheme of survey. We think, also, that too much is made in the Memorial of the Royal Society of Canada, which he

quotes, of the supposed duplication of work by different departments of the public service.

In his general conclusion that the proper remedy for existing difficulties is a systematic survey and that such survey should be initiated without delay we beg to express our concurrence, though we do not agree with him as to the precise nature of that systematic survey, nor in his dictum that the survey should be under military control.

We now proceed to consider his recommendations as to

(1). Organization and plan of operations.

(2). The question of military or civil control.

ORGANIZATION AND PLANS.

Major Hills provides in his scheme for 'a good backbone of secondary triangulation, filled in with tertiary work'. This word 'backbone' seems to indicate that he intends to confine the triangulation to narrow strips or chains merely (10 to 30 miles wide he says in the foot note of page 13). His maps at the end of the report bear out this construction of his words.

Now this is, in our view, quite insufficient. A 'network' covering approximately the area which is to be surveyed in detail is necessary.

On his map No. 1, he shows 'detail' of considerable extent supported on a narrow strip of 'secondary' triangulation. In some places, as for instance on the Vermont border, this detail extends as much as sixty miles or more beyond the limits of the triangulation.

By this scheme, the detail survey is extended quite beyond control. The advantage of triangulation methods is lost, and his proposal is in effect to continue the methods practiced heretofore, and to add one more to the surveys which he considers useless for the purpose of accurate maps.

That we have not misunderstood his proposal, and that it really means the non-performance of any triangulation except in certain narrow strips, from Detroit to the Gulf of St. Lawrence, from Ottawa to Sault Ste. Marie, &c., is shown by his map No. 2, which shows the 'ultimate development of triangulation', and which does not widen the areas of secondary triangulation shown on Map No. 1.

Our view is that a triangulation survey should consist of:

1. A chain of triangulation to form a 'backbone'. This chain would in Ontario and Quebec follow generally the same course as his chain. It should, however, be performed with a higher degree of accuracy than he suggests. Instead of 'secondary' it should be of 'primary' character, though it need not be of the extreme precision of the best geodetic work.

2. Then this chain would be expanded, when required, into a network of 'secondary' triangles, covering the area to be accurately mapped.

This method, we believe to be the only satisfactory one, having regard not only to present but also to probable future requirements. To base the surveys of such an extensive region as we have to deal with upon triangulation of an inferior order, without providing for the stiff 'backbone' which a primary triangulation alone can afford, would lead, when the work is extended to any considerable distance on either side, to accumulated errors of great amount. The result would be that the work would sometime or other have to be done over again. It is surely better to do the work on proper principles from the beginning.

Major Hills' scheme then is defective:

1. In that he has too much detail in proportion to the triangulation over the region that he proposes to survey in detail, and

2. In that the triangulation he proposes is not accurate enough to extend from in the future.

We have further to say that, in our opinion, the survey of detail is not needed at the present time. The operation should be confined to triangulation.

There is plenty of information extant for the construction of maps, derived from the surveys of the Dominion and Provincial Governments. What is needed most is control of errors.

The only control at present consists in the latitudes and longitudes which have been astronomically determined at certain points. These points are too far apart, and to multiply them so as to give control comparable to that of a triangulation would be too costly.

To make full use of the topographical information which has been accumulated, control points twenty miles apart, or thereabouts, are required. These should be established by triangulation. To them the existing detail surveys would be connected.

Then wherever the existing work was found insufficient, or inaccurate, it would be an easy matter to supplement or replace it, by work of full detail, but this should be postponed until its necessity is proved. To do otherwise would almost certainly involve rejection of former work of as good quality as the new, a duplication of work more inexcusable than that spoken of by the Royal Society. With her immense unsurveyed areas Canada cannot afford to risk this.

It is further to be observed that accurate triangulation is needed for one of the principal objects of the survey, the acquiring of information of engineering value in relation to railway location, water supply and drainage question, &c. For these a higher degree of accuracy is called for than for maps of the scale proposed. Major Hills' scheme does not appear calculated to achieve the accuracy required.

We therefore think that attention should first be directed to the triangulation and that this should be extended rapidly over the country. No detail work should be provided for until existing surveys, as checked and controlled by the triangulation, are proved insufficient. Major Hills proposes an annual expenditure of $75,000, of which from $15,000 to $16,000 is for the triangulation. If our opinion is correct, this last sum would be the only useful part of the expenditure. We leave out the salaries at headquarters, as we believe that the work can be conducted under existing departmental organization.

Major Hills estimates that the amount of triangulation he could get for the money would be 250 linear miles per annum. This is $60 to $64 per linear mile, or $3 to $3.20 per square mile, if the triangulation were 20 miles in width.

We think this somewhat high and that the cost of a party's work for one season might be reduced by twenty per cent without lessening the amount of work which could be done. The amount of work for a season, however, will vary according to the favourable character, or otherwise, of the country passed over, and so cannot be very accurately predicted.

As to the selection of routes for the main chains of triangulation, we would suggest following pretty closely Major Hills' scheme in Ontario and Quebec, that is, from Detroit to the Gulf of St. Lawrence, and, subsequently, from Ottawa to Sault Ste. Marie, with possibly a connecting chain along the western face of the province of Ontario (east of Lake Huron).

In the Maritime Provinces there should be a chain alongside the Bay of Fundy, which would be a continuation of the 'oblique arc,' which has been measured by the United States Coast and Geodetic Survey from the Gulf of Mexico to the New Brunswick border. Major Hills, under the impression that the work of the Geological survey there was of special accuracy, provides for no triangulation in the Maritime Provinces. With regard to this he has been misinformed; the surveys there are in no more satisfactory state than they are in the other provinces.

Major Hills proposed transcontinental line of triangulation along the 49th parallel is now in part in actual progress, in the course of the operations of the International Boundary Commission. It is therefore unnecessary to provide for it as a part of the scheme now under discussion.

The triangulation of the 98th meridian (through Manitoba) is worthy of consideration from the scientific aspect, as a part of the great work now being done by the United States and Mexico, but having little importance from the topographical point of view, compared with the more pressing work in the eastern provinces, may be dismissed for the present.

THE QUESTION OF MILITARY OR CIVIL CONTROL.

Major Hills argues for military control on two grounds—precedent and essential superiority.

1. As regards precedent, he says, 'practically all great national surveys have been carried out under military direction.' He refers to the example of 'Great Britain, France, Italy, British India, South Africa (in future), and many other countries.'

For a fair estimation of the value of these precedents, instances on the other side should be considered. Without going into an exhaustive discussion of this point, it may be sufficient to call attention to the work of the 'Geodetic Institute,' founded in Prussia in 1869, which is under civilian control. It has charge of the primary triangulation as well as of the international triangulation for Europe. It stands in the very first rank in geodesy, the world over. The example of other German states might also be cited, such as Hanover, Bavaria Nassau, Baden and Wurtemburg.

Thus even in Europe military control is not without its exceptions. In discussing a subject of a scientific nature, or at least having scientific bearings, Germany surely deserves consideration.

In fact, military control in Europe has the simple explanation that where a large standing army exists, numerous officers of engineering corps are unemployed in time of peace, and their services can be utilized in national undertakings with little extra expense for salaries. The value which maps have for military purposes is also first perceived, and this naturally throws the surveys needed for their construction into the hands of the engineer officers. When modern requirements, however, show the desirability of accurate surveys for economic, engineering purposes, &c., we find a tendency to replace military men by civilians. It is becoming more and more generally recognized that a survey is a scientific operation, and application of a science, geodesy, and must be carried on as such by specialists, trained men working under scientific supervision. It is not an avocation for men whose education and ambitions point in another direction.

Major Hills admits, as an exception to his list of precedents, the case of the United States. This exception breaks all the force of his argument, for conditions in the United States are most nearly like our own.

The reasons given above for the employment of military men in these surveys in Europe do not apply in the United States. Accordingly we find there the surveys carried on under civilian management. Neither do these reasons apply to Canada. We have therefore against the practice in the United States, and the practice heretofore in Canada, in very extensive surveys, nothing but the citing of bare precedents, themselves not universal.

Major Hills, however, says that in the United States a 'mixed system' of control is adopted. This is incorrect.

The topographic surveys of the United States are in the hands of the Geological Survey, under exclusively civilian control. The work of this survey is very similar to that proposed for Canada.

The United States Coast and Geodetic Survey makes triangulation and hydrographic surveys along the coast, and also carries on extensive geodetic surveys in the interior. The accuracy and systematic character of its work receives world-wide recognition, yet it is wholly under civilian management.

The two bureaus mentioned are among the largest in the world, each expending over $1,000,000 per annum.

Surveys by the United States War Department are now a thing of the past.

Major Hills speaks of the geodetic survey of South Africa, (which has been carried on by Sir David Gill, H. M. Astronomer) as having been a 'disastrous failure.' The difficulties which this survey encountered and which ultimately led to the change in control, were not due to the inefficiency of civilian management, but to financial difficulties arising from a peculiar arrangement by which two independent colonies, Natal and Cape Colony, were to share the expense equally, and consequently demanded an equal division of the work between them, irrespective of the interests of the survey itself.

2. Major Hills further says, 'for the successful conduct of survey work, a rigorous and methodical routine, combined with a quasi-military discipline is absolutely necessary.'

From this dictum we emphatically dissent. The essential point in military discipline, in which it differs from what may be called business discipline is unquestioning obedience to orders, regardless of results.

We have no hesitation in saying that the less such a principle enters into the relations between headquarters and the chief of a field survey party, or between the latter and the men under him the better. In this country, whether due to education or some other cause, the best work is to be got out of men in a different way.

The ordinary 'business' discipline has proved sufficient in Canada in the execution of most extensive surveys, Dominion and Provincial Land Surveys, the Geological Survey, railway surveys, &c. If military discipline is 'absolutely necessary' for the proposed survey of Canada it must be necessary also for these. If so, it should be applied to them. Yet these surveys have been and are being carried on successfully without it. Here in Canada is a precedent against military control vastly stronger than all the precedents Major Hills can cite from the Old World

W. F. KING,
Chief Astronomer.

JAS. WHITE,
Geographer.

Acting Deputy Minister of Militia and Defence to the Deputy Minister of the Interior:

OTTAWA, April 15, 1905.

THE DEPUTY MINISTER OF THE INTERIOR.

SIR,—I am desired by the Hon. the Minister of Militia and Defence to forward, for the information of the Hon. Minister of the Interior, the inclosed memorandum which has been submitted to Sir Frederick Borden by the Chief of the General Staff.

The Minister of Militia is strongly impressed with the importance of the subject considered in that memorandum, and would feel greatly obliged if the Minister of the Interior could see his way to taking action in the direction indicated by Brigadier General Lake, in the concluding paragraph of his memorandum.

E. F. JARVIS,
Acting Deputy Minister of Militia and Defence.

Brigadier General Lake to the Minister of Militia and Defence:

OTTAWA, April 14, 1905.

THE HONOURABLE,
THE MINISTER OF MILITIA AND DEFENCE,
Ottawa.

1. I have already brought to your notice the great disadvantage under which the Militia force of Canada would labour in consequence of the non-existence of proper maps of the country, in the event of that force unhappily being required to repel invasion.

2. That an army should not be able to command the use of good maps of its own country is not only a reflection upon the progress of the nation, but is a defect which directly tends to invite defeat, more especially in a case such as ours where a Canadian force would have to face superior numbers and would need every advantage it could get from science to enable it to cope with them.

3. Yet it may with truth be said that, with the exception of a survey of a portion of the Niagara peninsula and of one or two other small areas, there is not in existence a map of any part of Canada good enough for military purposes.

4. Canada is probably the only civilized country in the world which does not possess or endeavour to produce a reliable survey representing the topographical features of the main roads within, at least, the settled portions of its area.

5. I know no Canadian map which attempts to delineate the contours of the ground in the manner adopted by the Ordnance Surveys of European countries and of the United States.

6. The main reason for this is that any survey, to be accurate, must be based upon the exact determination—by astronomical observation and triangulation—of certain selected points within its area, on which the actual surveyors can 'close,' *i.e.*, verify their work. These hardly exist in Canada.

7. By your direction the officers employed by the Militia Department have for the last few years been endeavouring to supply the requirements of the country for defence purposes, by surveying those portions of the country which are of most importance from a military point of view. But progress has been slow, not only because the surveyors available have been few, but, largely, because even they have been seriously retarded by the absence of the accurately determined points alluded to in the preceding paragraph.

8. Had a reasonable number of such points been already determined, their rate of work, as well as its accuracy would have been enormously increased.

9. Such work as has been accomplished cannot be utilized to its full extent without having such points to connect up with.

10. In fact, what is known as a primary triangulation is absolutely necessary in order even to inaugurate such a survey as has been referred to. It is a preliminary necessity for all accurate surveys.

11. That a reliable topographical survey of the more settled parts of Canada—one which showed the natural features, including the contours of the ground, as well as the main roadways—would repay the country its cost within a very few years is a thesis which admits of no question. This, however, is, apart from the military point of view, of course a matter for the government to decide.

12. But in the meantime the military surveyors are urgently in need of more of the 'fixed points' referred to in paragraph 6 above.

13. The Chief Astronomer of the Department of the Interior, has already fixed the position of a small number of such points. He has courteously placed the result of his work at the disposal of the Intelligence Division.

14. I gather from this that he has the necessary instruments and the trained observers at his disposal, and that he could, if authorized, carry out a primary triangulation, such as that referred to, inexpensively and expeditiously.

15. I venture to suggest that the Minister of the Interior be made acquainted with the importance which the Militia Department attaches to this subject, and that he be requested to lend his powerful assistance to further the object in view, by giving his Chief Astronomer necessary authority.

P. LAKE,
Brigadier General, Chief of the General Staff.

Chief Astronomer to the Deputy Minister of the Interior:

May 2, 1905.

W. W. CORY, ESQ.,
Deputy Minister of the Interior.

MEMORANDUM,—The subject of General Lake's memorandum is, I submit, of great importance. A trigonometrical survey of Canada, at least of the well settled parts, would be of the utmost value for administrative, engineering and military purposes, its function being to furnish for the detailed surveys for these purposes an accurate basis, without which the requisite precision cannot be secured.

It does not appear necessary here to enlarge upon the necessity of such a survey, as I have already reported on the matter a number of times to the Minister and Deputy Minister. General Lake forcibly sets forth the military side of the question; from other points of view, especially the engineering and economic, the importance of the survey may likewise be strongly represented.

I respectfully submit that the survey is one which will have to be made some time or other and that an early beginning at the triangulation will be the best economy. I ask, therefore, to be authorized to commence work in the neighbourhood of Ottawa, expanding from a triangulation which I have now in hand connecting the old observatory on Cliff street with the new.

This triangulation is being paid for out of the appropriation for the astronomical work, which, however, is not sufficient for extended work in this line. I estimate that a sum of $15,000 may be with advantage expended on the work during the coming fiscal year, and beg to recommend that this amount be provided in the supplementary estimates for the year 1905-6.

W. F. KING,
Chief Astronomer.

Major-General Lake's Memorandum to the Minister of Militia and Defence.

The Honourable the Minister
of Militia and Defence,
Topographic Survey of Canada.

1. Referring to our recent conversation on the subject, I have the honour to submit for your consideration, that the time has now come when a systematic and uniform topographical survey of Canada should be undertaken, and when, also, the various departments of the Dominion government, who are concerned with survey questions, should consider how they can best co-operate with each other in that work.

2. At the present time the following Dominion Government departments are concerned with surveying questions:—

(*a*) The Department of the Interior, which besides the surveys executed under the Surveyor-General has responsibility for the geological survey of Canada.
(*b*) The Department of Militia and Defence.
(*c*) The Department of Railways and Canals.
(*d*) The Department of Marine and Fisheries, and to some extent
(*e*) The Post Office Department.

These are in addition to various Provincial government departments. Yet there is no general survey system, common to all departments, in existence. Nor is there

with one or two local exceptions in the west, any reliable topographical map of Canada.

3. It should be explained that a topographical map is one which records correctly in graphic form the artificial and natural features constituting the physical conformation of the country, *i.e.* which shows the height and shape of mountains and rising ground, the position and width of rivers and lakes, the nature and extent of forests and swamps, and gives information concerning villages, roads, railways, canals, bridges, farms, docks, &c.

4. For military purposes, a reliable topographical map is absolutely essential. To the general in command of troops in the field such a map is invaluable. To have one or to be without one may well mean the difference between victory and defeat. Hence the interest of the Militia Department in the question of an accurate topographical survey. But it should be clearly understood that there is no essential difference between a good map made for civil and one made for military purposes.

5. The Survey Branch of the Military Department has been endeavouring in a small way, to meet this want so far as the militarily more important portions of the country are concerned, and gratefully acknowledges the cordial assistance which it has received from the survey officials of all departments, who no doubt give their help equally readily to other departments. Yet I am certain that the many men of ability among these officials will be the first to acknowledge that the different departments are working on separate systems, practically without co-operation with each other, or collaboration of results. From this want of combined effort, there must necessarily result inadequate return for the money spent, in fact waste of power.

6. As is well known, Dominion and Provincial government departments (apart from the Department of Marine and Fisheries, which has its own special maps) spend considerable sums annually for 'geological' and 'land' or 'cadastral' surveys, whose main functions are the production of maps showing geological formations or of large scale property plans, showing boundaries, areas of townships, properties, roads, &c.

7. It is not possible to compile correct topographical maps from the 'geological,' 'land,' or 'cadastral' surveys, as they do not profess to show accurately natural features (they do not usually show hills at all) and are not based on an accurate framework of 'triangulation,' the necessity and nature of which is explained in the appendix to this letter.

8. A systematic topographical survey of the whole country would incidentally provide the means for the co-ordination of all existing survey work, because in carrying it out, it would first be necessary to make a framework of 'triangulation' all over that portion of the country which is to be surveyed, in order to accurately fix the position of a number of well marked points. These points are known as 'trigonometrical' stations and would generally be on the top of hills or rising ground and on an average of from one to five miles apart all over the country. The exact position and height of these trigonometrical stations would be known and they would serve as useful fixed points to which government, provincial or private surveys of all kinds could be referred, or 'tied.' It is owing to the absence of such framework of trigonometrical stations that the large amount of survey work going on all over the Dominion cannot be co-ordinated and work is often duplicated.

9. The commercial value of co-operation among the existing survey departments to undertake a systematic topographical survey of the country is evident when it is considered that it is the physical conformation of the country which decides where railways, canals and roads are to run, and that under existing conditions nearly every newly projected railway, canal or land settlement project has to make its own separate surveys, which being private property, are not generally available for the subsequent use of other persons.

It is not suggested that new railways and canals could dispense with special detailed surveys of their own, but much of the expense of preliminary surveys to

decide the approximate or possible locations of the routes or lines in the first instance would be saved if topographical maps of the country were available.

10. There can, therefore, be no doubt as to the need and value of a systematic topographical survey of the country.

It remains to be considered how this work should be undertaken.

11. Economy and uniformity in the topographical mapping of the country can evidently be best assured by the creation of some central organization to undertake the work.

12. Such an organization would in no way interfere, but on the contrary should greatly develop the work of the existing survey departments. It would, however, depend largely on the assistance of these departments, as the work would require the services of the best surveyors in the country.

13. The question as to the method of procedure to carry out a systematic topographical survey of the country is a technical one and can best be settled by experts.

14. My own opinion of the matter is that (a) A general statement of the views (as to the desirability and method of procedure of such a survey) should be obtained from each government department engaged in survey work. Then, if these views are favourable to the general execution of the work; (b) An interdepartmental conference presided over by some unbiassed expert might be assembled to formulate a scheme in accordance with the views of all concerned and report on the best method of forming a Central Topographical Survey Department to undertake the mapping of the whole country.

15. If this is not at once feasible, I suggest the following procedure which would not interfere with the ultimate establishment of a Central Department, as proposed above.

The execution of the 'primary' and 'secondary' triangulation (as explained in the attached appendix) should be entrusted to the Department of the Interior, which already has at its disposal the services of expert and scientific observers capable of carrying out the work with the required accuracy. They might first carry out the triangulation of that part of the country where their work can best meet the requirements of the departments interested. They should 'tie on' their triangulation points to those fixed by the United States Coast, Geodetic and Lake Surveys.

The points so fixed by the Department of the Interior would be of great value in co-ordinating the survey work of other departments in the neighbourhood of such points.

16. The Militia Department is probably the only one which at present regularly carries out topographical surveying, including contouring, actually on the ground, a distinction being made between this method and the photographic method employed *e. g.* in British Columbia.

It could, therefore, at once make use of the 'primary' and 'secondary' triangulation made by the Department of the Interior and proceed to divide this up into 'tertiary' triangulation from which topographical maps of the areas over which the triangulation extends could be made, which would, of course, be at the service of other departments, should they require them in addition to their own surveys.

17. Other departments would adopt a similar course or not as might seem to them best, but they would be placed in possession of the results of the work of the Interior and Militia Departments and would continue to carry on the special surveys needed for their own requirements as at present.

18. Finally, in order to secure co-operation between the various departments concerned, and to avoid overlapping of work, an interdepartmental committee should be formed, composed of the heads of the various survey branches, which should meet at stated intervals. At its meeting, the members would communicate to each other details as to work in progress and work in contemplation, and could thus arrange for mutual assistance and the avoidance of overlap. A very important question for them to settle would be the adoption of a uniform system for all topographical work executed.

19. It is not possible in a letter to give more than a general outline of such a large undertaking, which can only be settled in detail by personal discussion.

The appendix describes in general terms the principles upon which the general survey of a large country is usually carried out.

APPENDIX.

Outline of the system generally adopted for executing the topographical survey of a settled country.

1. The methods adopted for carrying out a topographic survey of the country may be said to be practically the same as regards general arrangements in all countries which aim at possessing reliable maps of their own territory. Such countries include almost all civilized nations except Turkey, the South American States and Canada.

2. The first step is to cover the face of the whole country, or at any rate of such portion of it as it is desired to survey accurately, with a number of carefully determined points the exact positions of which are fixed with the utmost accuracy. The intention of this is, that these points shall furnish a number of fixed stations to which the individual surveyor can refer his work, and by which he can check it, so that the chances of serious errors, and especially of accumulated errors, are practically removed. They thus form a framework or skeleton upon which the accuracy of the detail depends.

3. The determination of the exact position of these fixed points is effected by:

(a) Triangulation; or

(b) Astronomical observations; or

(c) Combinations of these two.

Of these, triangulation is the most accurate and is to be preferred, though astronomical observation is often, in certain descriptions of country, usefully employed to replace or supplement it.

Triangulation is merely the application of the well known principle that when the length of one side of a triangle is known, and the angles at either end, the length and position of the other sides and of their intersecting point can be accurately determined.

4. Hence the first step is to measure with the greatest possible care and accuracy, on suitable ground, a line to serve as base for the first triangle. This base being measured and the position of its ends fixed, the next step is to measure from each end the angle between that base and a third selected point which is to form the apex of the triangle. The first triangle is thus accurately determined.

5. Using the three sides of the triangle thus fixed as bases in their turn, other triangles are built up on them, and on these again others, until the whole country is covered with a network of imaginary triangles, the intersecting points of whose sides are thus minutely determined. The result is called the Primary or Principal Triangulation.

Its accuracy is generally checked at the completion of the process by actual measurement of a side of one of the final triangles and the comparison of that measurement with its computed length.

In carrying out this Primary Triangulation every possible precaution is observed and the computations are most exact and minute. The sides of the different primary triangles vary according to circumstances but in the United Kingdom and India they average something over 30 miles.

6. The Primary Triangulation being completed, the next step is to break up these large triangles into smaller ones, having sides of about half their length. This is called the Secondary Triangulation. This again is usually followed by Tertiary Triangulation or the breaking up of these secondary triangles into still smaller ones, with sides having the length of from one to five miles. It is within these last triangles that the regular topographical surveyors work.

7. It does not necessarily follow that the whole process is adopted exactly as above described, but the main object aimed at is to obtain a network of accurately measured small or tertiary triangles upon which the surveyor can base his work.

It is often of advantage to fix some of the important points by astronomical observation, which may also be used concurrently with the work of triangulation, but the result is practically the same.

The ends of the base and all the other points determined, are carefully marked on the ground by stone posts or other monuments.

8. The necessary number of intersecting points or 'stations' having thus been finally determined, the individual surveyor marks the corresponding position of such of them as are suitable for his area on the paper stretched on his plane table, according to the scale of his map, and proceeds to fill in the detail, knowing that the existence of these fixed points will prevent the accumulation of any serious error.

9. It is to be remarked that it is not necessary for practical purposes for the whole of the triangulation network to be completed before topographical work can begin. It is sufficient if one or two of the main triangles, near the area which it is desired to survey first, can be fixed. The secondary or tertiary triangulation can then proceed without the delay which would otherwise be incurred, while the accuracy of the topographical work will probably be sufficiently good to render it unnecessary to resurvey the area after the triangulation is completed, until in course of time the progress of settlement makes a revision of the whole necessary.

February 20, 1906.

MEMORANDUM *re* TOPOGRAPHICAL SURVEY OF CANADA.

Major General Lake's report, transmitted by Sir Frederick Borden, represents the need of a topographical survey of Canada and asks the co-operation of other Departments. He suggests that the trigonometrical survey be undertaken by the Department of the Interior, the topography to be the share of the Department of Militia and Defence. Sir Frederick thinks that the report is worthy of careful attention and asks that the matter may be taken up for serious consideration at an early date.

The object of a trigonometrical or geodetic survey is to establish over the surface of a country a number of reference points fixed with great precision and to which all local surveys can be connected. The need of a geodetic and topographical survey of Canada has frequently been brought to the attention of the Government. The objects to be served and the advantages to be derived therefrom are fully set forth in Major General Lake's memorandum, and will be concurred in by every one conversant with the subject. So far, the Government has taken no action to carry out the many suggestions made in that direction, the question of cost being the principal obstacle. This question and the kind of survey to be made require careful consideration.

The latest scheme is that proposed by Major E. H. Hills, C.M.G., an expert sent here by the War Office to study and report upon the question. His estimate of cost varies from ten to twenty-three millions. Major Hills was not conversant with the conditions ruling in Canada and his figures in consequence are too low; the surveys which he proposes would actually cost several times the sums quoted. The Government will probably be of the opinion that the time has not yet come when Canada can undertake a scheme of such magnitude and that there are more pressing needs to be attended to.

Major General Lake's proposal is that a general statement of the views of each government department be obtained; then, if these views are favourable to the general execution of the work, he suggests an Interdepartmental Conference presided over by some unbiassed expert, to formulate a scheme in accordance with the views of all concerned.

The men who are qualified to act on an Interdepartmental Conference are all busy men, and the exacting nature of their duties leaves them very little time for rest or leisure. My experience of Interdepartmental Conferences is, that, unless a delegate has some material advantage to be promoted by the recommendations of the Conference, he shows little inclination to sacrifice his spare time in working for the Conference. As he receives no remuneration for this work, his attitude should not cause any surprise.

The questions to be submitted to the Conference are not such as can be settled by a short informal talk; they require careful and earnest study, the collection of statistics and the investigation of the processes, methods, and results of other countries. This is beyond the scope of an Interdepartmental Conference. A much better proposal has been submitted by the Royal Society of Canada; it is to appoint a Commission to investigate and ascertain what is best adapted to the needs and resources of Canada. The members of the Commission should be selected among the most eminent engineers in Canada and the majority should be taken outside of the Civil Service. When the facts have been collected and put in proper shape by the Commission and a definite scheme submitted, the Government will be in a position to act.

It is recommended that in reply to his letter, Sir Frederick be informed that while the Minister fully concurs in his views of the matter and is ready to co-operate so soon as a practical scheme is found, he (the Minister) does not see how the long investigations and researches necessary for reaching a definite conclusion can be carried out by an Interdepartmental Conference and that he is inclined to believe that a special Commission consisting of the most eminent engineers in Canada might be preferable. Of course, the Commission will cost something while the Conference will cost nothing, but in a matter involving the expenditure of millions of dollars, the best advice is the cheapest, whatever may be its cost.

E. DEVILLE,
Surveyor-General.

The Surveyor General to the Deputy Minister of the Interior.

OTTAWA, April 17, 1906.

MEMORANDUM,—The Canadian Society of Civil Engineers recommend that the Government appoint a small commission of experts, of whom at least a majority should not be connected with the existing Survey Departments, and that this commission be authorized and instructed to obtain such information both in Canada and abroad as will enable it to report upon a satisfactory scheme for the co-ordination of the various surveys now being conducted by the Dominion Government, and the adoption of such methods as will secure permanent records both in the field and in the office; these recommendations to be such as will adapt themselves to the establishment of a trigonometric survey of the country. Further, that the commission be instructed to outline the best methods of inaugurating a geodetic survey for Canada in accordance with the foregoing considerations.

Such a commission has already been urged by the Royal Society of Canada and I reported upon it to the Minister on December 29, 1903. Copy of the report is herewith. It was observed that the surveys contemplated were an enormous undertaking; before coming to a decision, it would be wise to thoroughly investigate the subject and therefore the suggestion of the Royal Society that a commission be appointed for the purpose seemed to be timely.

The same subject was brought up again by Major General Lake in a report transmitted by Sir Frederick Borden on January 24, 1906. His solution was an interdepartmental conference. In reporting upon this proposal, I pointed out that this was not a matter that could be settled by an informal talk between some departmental officers; it required careful and steady work, the collection of statistics and the study of the processes, methods and results of other countries. The lowest estimates of the

cost of the undertaking were ten and twenty-three millions of dollars and the actual cost would be several times as much; before plunging into such expenditure, the whole subject should be thoroughly investigated. That could only be done by an independent commission consisting of the most eminent engineers of Canada and to which should be given every facility for collecting information. Copy of my report is herewith.

The scope of the commission now proposed by the Canadian Society of Civil Engineers is practically what I recommended in December, 1903, but they precise more than I did some of the questions to be looked into. They want a method to be worked out whereby all records shall be made accessible and all survey monuments built and referenced so as to be permanently available. In the development of such a method, the necessity for a general topographical and geodetic survey for the whole Dominion is to be borne in mind as a work which will ultimately be necessary for unifying the various surveys of the country.

The matters to be investigated by the commission are of great public interest. If a practical scheme can be devised to accomplish what is proposed, its adoption will result in the increased accuracy and usefulness of the surveys and will be of great benefit to Canada. If on the other hand, it is found that the full realization of the scheme is impossible or beyond the resources of Canada, the investigation will have served at least to prevent the waste of public money in abortive attempts to carry out impracticable schemes. In any event, the work of the commission will be of practical and immediate use.

The memorandum from the Secretary of the Society is returned herewith.

E. DEVILLE,
Surveyor General.

December 29, 1903.

MEMORANDUM *re* TRIGONOMETRICAL SURVEY.

A trigonometrical survey is a survey made for the purpose of establishing a number of reference points over the surface of a country and of determining their relative positions with great precision. It is called 'trigonometrical' because it is performed by the application of the rules of trigonometry.

In making ordinary local surveys, it is impossible to avoid slight errors which, although individually of small importance, may by accumulating, reach large dimensions. It follows that whenever an attempt is made to join two of these surveys, it is almost invariably the case that they are found not to fit together; they overlap or leave gaps between them or their directions do not agree. The discrepancies are small or large, according to the care and skill of the surveyor but in either case, the surveys must be distorted, compressing them in one direction and expanding them in another, before they are made to fit. By so doing, new errors are introduced so that the joint survey is more inaccurate than each of the two surveys. The greater the number of local surveys joined together the worse becomes the result and the errors may reach very large proportions. The object of the reference points of the trigonometrical survey is to prevent this accumulation of errors. Each local survey is adjusted upon the reference points situated within the area surveyed; its dimensions, directions, and position thus become accurate and it is found to fit exactly with any other local survey similarly adjusted upon other reference points.

The relative positions of the reference points are determined by the formation, through imaginary lines drawn between the points, of a network of triangles; hence the name of 'triangulation' used as a synonym of 'trigonometrical survey.' (See plate 14, showing trigonometrical survey of India, in progress.) The three angles of every triangle and one side of one of the triangles called 'base,' are carefully measured;

from these measurements all the sides of all the triangles are computed. The heights above sea level are deduced from angles of elevation or depression and the directions of the sides from astronomical observations at some of the points. The reference points, being the vertices of the triangles at which the angles are observed, are called 'triangulation stations or points.' Each is perpetuated by a cut stone of suitable dimensions sunk in the ground and the exact point is indicated by cross lines cut on a brass or copper plug imbedded in the stone. The triangulation stations are placed as far apart as it is possible to see them; in a flat country, the distance does not exceed twenty miles, while in a mountainous country, it is often more than a hundred miles.

The base is located on a flat piece of ground; it varies in length from two to ten miles according to local conditions. The distance between the ends of the base is measured by means of a steel bar surrounded by melting ice, for keeping its length constant. (See plates 1 and 2.) or by means of duplex bars, steel and brass, (plates 3, 4 and 5) or by other accurate means. Such measurements have been made with an error not exceeding one inch in a hundred miles but the opinion has been gaining ground that this degree of precision is unnecessary because it is lost in the other part of the operations, that of measuring angles. An accuracy of one foot per hundred miles appears sufficient and that has recently been obtained by the use of long tapes made of a new alloy of nickel and steel (plate 6); the operation is far less expensive than with other apparatus. The small base is connected with the main triangles by a series of triangles of increasing size (see plate 13) showing how a triangle side 150 miles long is deduced from a 7 mile base.

The angles at a triangulation station are observed with a special theodolite (plate 12) set exactly over the cross of the brass plug indicating the station. In a flat country, the theodolite must be raised over the intervening woods or other obstacles so that the next stations may be seen. In India this has been done by erecting masonry towers 50 feet and upwards in height. In America scaffolding is preferred, as being less expensive (plates 7 and 8). In a mountainous region, the stations are located on high mountains, dominating the country (plates 9, 10 and 11). The high towers or scaffolds are not needed and the stations may be placed at enormous distances, often exceeding 150 miles. The longest triangle side that has ever been measured is in the United States, between Uncompahgre peak, Colorado, (plate 10) and Mt. Ellen, Utah; its length is 183 miles. At such distances, special means must be resorted to in order to render the stations visible. The device most frequently employed is the 'heliotrope,' a mirror four or five inches square, reflecting the sun's rays towards the observer; the instrument is shown on the left of plate 11. Powerful lights are also employed at night, as for the triangles connecting Spain and Algeria over the Mediterranean. One of the Spanish stations was on Mulhacen, the most rugged peak of the Sierra Nevada, 11,420 feet high. After incredible difficulties a steam engine with water and fuel and a dynamo were hoisted on top of the peak and an electric light was started on August 20, 1879. Every night was now spent by the Algerian observers in scanning the horizon for the Mulhacen light; it was not, however, until September 10 that they discovered it, a red round star-like disc, 170 miles away.

This is the primary triangulation. The large triangles are now subdivided into smaller ones, so as to establish stations at an average distance of twenty miles. The operations of the secondary triangulation do not require as much precision as those of the primary triangulation and therefore are less expensive. The secondary triangulation is sometimes followed by a tertiary triangulation in which the stations are placed still closer to each other.

The cost of primary triangulations in the United States varies from $598.00 per station in Maryland and Delaware, a rolling country, to $9,031 in California. The stations of the secondary triangulation cost very much less. In the most populated parts of Canada where it is proposed to commence work the cost would probably not be less than $1,000.00 per station.

Re Memorial of Royal Society.

The contention of the Royal Society that a triangulation is desirable as a basis for other surveys is undoubtedly correct; it would impart to these surveys a degree of accuracy which is lacking at present. The benefit would not be confined to any particular kind of surveys; it would apply to all. Whether Canada has reached that stage of development where such a work can be inaugurated is not quite so clear. Even if restricted to the most populated parts of Canada, the triangulation would cover the Maritime provinces, the whole breadth of Quebec and the Peninsula of Ontario: that is an enormous undertaking. It must be borne in mind that in Europe, in India and in other countries where there are standing armies, triangulations are made by the army engineers whose salaries and maintenance have to be paid whether they are kept idle or employed on survey work. The extra expenditure is limited to the cost of instruments and transportation, which is very small. It is not so in Canada; the salaries and maintenance of all those employed on the work must be provided for. Before coming to a decision, it will, therefore, be wise to thoroughly investigate the subject, and the suggestions of the Royal Society that a Commission be appointed for the purpose seems to be timely.

A trigonometrical survey may not be the only way of improving the surveys of the Dominion. The Land survey, the Geological survey, the Hydrographic survey, the Military survey, &c., have all been developed as separate and independent organizations, each doing its work in its own way and without any regard to the requirements of the other organizations. Could not a Military Survey, for instance, be so made as to fulfil the requirements of the geologist, or is there not some way in which they could help each other? If a Commission were appointed, it might be advisable not to restrict its inquiries to the trigonometrical survey, but to include the whole question of the organization of the surveys under the Dominion Government. After a thorough investigation, it may confidently be expected that the Commission will be able to indicate how the quality of the work of the survey departments and its usefulness to the public can be improved without any material increase in the expenditure.

With a commission consisting of men such as Sir Sandford Fleming, Mr. Thomas Keefer, Professor McLeod, Principal Galbraith or other prominent engineers, the result of the investigation should be worth many times the amount spent upon the Commission.

E. DEVILLE,
Surveyor-General.

Note.—Cannot procure copies of the plates referred to in the foregoing memorandum.

The Deputy Minister of the Interior to the Chief Astronomer:

Ottawa, April 24, 1906.

Dr. King,—I am submitting to you a letter which I received some days ago from Mr. Butler, the Deputy Minister of Railways and Canals, with regard to a memorandum which has been submitted to the Prime Minister by the Canadian Society of Civil Engineers, in which it is suggested that some steps should be taken in order to secure a better co-ordination of the several survey departments of the government. I have obtained the views of the Surveyor General on the subject, and I would be glad if you would look into the matter and let me have the benefit of your opinion also.

W. W. CORY,
Deputy Minister

Deputy Minister of Railways and Canals to Deputy Minister of the Interior:

OTTAWA, April 6, 1906.

W. W. CORY, ESQ.,
Deputy Minister, Interior Department, Ottawa.

DEAR MR. CORY,—You will remember that I spoke to you a short time ago about some steps that should be taken in order to secure a better co-ordination of the several survey departments of the government. In pursuance of this matter, the Canadian Society of Civil Engineers have submitted a memorandum to the Premier.

As the working out of the details necessarily must fall on your department, I beg now to inclose to you a copy of the memorial, and bespeak for it your kind consideration. The matter is one of very great public interest, and every department of the government is, more or less, interested in the subject. Sir Wilfrid will, no doubt, bring it up in Council, and it is certainly desirable that your Minister should be properly informed; and I take this means of reaching him through you, knowing that you will know best how to place the matter before him.

Yours faithfully,
M. J. BUTLER.

MEMORIAL OF THE CANADIAN SOCIETY OF CIVIL ENGINEERS.

MONTREAL, April 2, 1906.

Memorandum to the Right Hon. Sir Wilfrid Laurier, Prime Minister of Canada, Ottawa, from the Council of the Canadian Society of Civil Engineers, Montreal.

As already intimated to you, the following resolution was unanimously adopted at the annual meeting of the Canadian Society of Civil Engineers in Toronto on February 1 last:—

'Resolved that the council be instructed to represent to the Dominion government the importance of action in the direction of a more complete co-ordination of the various surveys conducted by its departments, and the adoption of such methods as will secure permanent records both in the field and in the office of all such work. In the opinion of this meeting, the complete working out of a scheme will involve very careful study not only of the valuable work now being done, but also of the methods which have been adopted by the governments of other countries, and should lead to the establishment of a general topographical and geodetic survey scheme for the whole Dominion.'

In asking your consideration of the foregoing resolution, the Canadian Society of Civil Engineers begs you will understand that the excellence of the survey work which is being done in the various departments of the government is not in any way called in question.

The Society is desirous:—

(a) That some scheme may be arrived at whereby the work of the surveying branches may be co-ordinated in such a manner as will render the work of each of greater and more permanent value to the country than is possible under existing conditions, and it sees no reason why such a result should not be obtained without in any way impairing the independence of the branches.

(b) That a method may be worked out whereby all records once obtained may be accessible, and that all survey monuments, bench and other field marks may be made and referenced in such a manner as to render them permanently available.

(c) That in the development of such a method as may be found best suited to insure the foregoing, the necessity of a general topographical and geodetic survey scheme for the whole of the Dominion be borne in mind as a work which will ultimately be necessary for the complete unifying of the various surveys of the country.

Referring to these requirements, it is understood that there are at the present time in the Dominion Government some eight or more independent or semi-independent surveying branches, each of which conducts its operations after its own methods. These methods being conceived separately and in each case for special objects, do not of course accord, and the results obtained through them cannot be of a uniform standard as regards accuracy or topographical detail. The representations of such work on maps or plans are also carried out under varying methods of projection and on a great variety of scale. Such lack of unity of method and also of proper connection between separate surveys must obviously reduce very largely the permanent value of the work as a whole, and there is therefore not realized from our surveys that return which the money expended upon them would seem to justify.

While during the past years a very large amount of surveying has been done, it is, in regard to some of these surveys, a difficult matter to obtain any desired information for the reason that no adequate method of recording the same has been in vogue, and when the plans or notes of such work are obtained, the field monuments are found not to have been established with that idea of permanence which it is desirable that all survey work should have. It would seem that one of the first objects to be accomplished would be the establishment of a bureau of records, for which a nucleus may now be said to exist in the Department of the Geographer of the Dominion.

The Canadian Society of Civil Engineers is well aware that the Dominion Government has been memorialized by the Royal Society of Canada and by other bodies in regard to the establishment of a geodetic survey for Canada. The Society would gladly see such a work undertaken so soon as the conditions therefor are favourable. It is of opinion, however, that there is a very large amount of work which should first be done in co-ordinating the different surveying branches of the Dominion Government, and that under existing conditions, it would not seem wise to plunge immediately into the large expenditure which would be necessitated by such a general survey. Without question, a geodetic survey for Canada will have to be inaugurated in the near future, but such a survey is one which should grow out of, rather than be superimposed upon, existing conditions. It is furthermore a work which must be approached slowly, not only on account of the circumstances above named, but also for the reason that men must be trained for it.

The Society would respectfully urge the government to appoint a small commission of experts of whom, at least a majority should not be connected with the existing surveying departments, and that this commission be authorized and instructed to obtain such information both in Canada and abroad as will enable it to report upon a satisfactory scheme for the co-ordination of the various surveys now being conducted by the Dominion government, and the adoption of such methods as will secure permanent records both in the field and in the office; these recommendations to be such as will adapt themselves to the establishment of a trigonometrical survey of the country. Further, that the commission be instructed to outline the best methods of inaugurating a geodetic survey for Canada in accordance with the foregoing considerations.

H. D. LUMSDEN,
President,

C. H. McLEOD,
Secretary.

Chief Astronomer to Deputy Minister of the Interior:

May 18, 1906.

W. W. Cory, Esq.,
Deputy Minister of the Interior,

The Canadian Society of Civil Engineers recommend the appointment of a commission of experts to obtain such information, both in Canada and abroad, as will enable them to report upon a satisfactory scheme for:

1. The co-ordination of the various survey departments under the Dominion government.
2. The adoption of such methods as will secure permanent records both in the field and in the office.
3. The making of a general geodetic and topographic survey of the Dominion, at some time in the future, after the co-ordination has been effected.

Their idea that the geodetic survey is a matter of the future is strongly put; they express their dissent from the memorial (December, 1903) of the Committee of the Royal Society, who urged the immediate and pressing need of geodetic surveys in Canada:

The Engineers say:

'The Canadian Society of Civil Engineers is well aware that the Dominion government has been memoralized by the Royal Society of Canada and by other bodies in regard to the establishment of a geodetic survey for Canada. The society would gladly see such a work undertaken as soon as the conditions therefor are favourable. It is of opinion, however, that there is a very large amount of work which should first be done in co-ordinating the different surveying branches of the Dominion government and that, under existing conditions, it would not be wise to plunge immediately into the large expenditure which would be necessitated by such a general survey.'

Now co-ordination in its mathematical sense means the reference by means of 'co-ordinates' to a basal system. Thus different surveys are co-ordinated with one another by so connecting them by accurate measurements that on the resulting maps there will be no overlap of different surveys or gap between them.

This species of co-ordination, however, is the work of a geodetic survey, and this the engineers do not want at present.

Hence we must conclude that 'co-ordination' in the paragraph quoted has the general meaning of 'harmonizing' the different surveys, putting them on the same basis.

This might denote unification of management, adoption of like methods, establishment of like standards of accuracy, or the organization of each individual survey, whether it be a land, or a topographical survey, or a survey of engineering construction, in such a way as to collect at once all the data which are the object of all the different classes of survey. The first of these is barred by the admission that it is not proposed to interfere with the independence of the different survey departments.

To estimate the value of the suggestion in regard to the other points, let us consider the different surveys now being made by the Dominion government. The principal ones are:

1. Surveys of Dominion lands.
2. Surveys of International Boundaries.
3. Hydrographic Surveys (Marine Dept).
4. Topographical Surveys by the Geological Survey.
5. Topographical Surveys by the Militia Department

6. Transcontinental Railway Survey, Georgian Bay Canal Survey, and generally surveys for engineering construction, made by or under the Railways and Canals and Public Works Departments.

It will be seen that the allegation often made that different survey departments in Canada are covering the same ground is hardly correct. The Dominion Lands Surveys are confined to the west, International Boundary Surveys lie along the actual boundary line, and only touch the edge of Dominion Lands and in the prairie region only. Hydrographic surveys are necessarily confined to the water. The Geological Survey and the Militia Department are indeed carrying on surveys alike in their general object, but the latter is principally interested in the country adjacent to the boundary line, while the Geological Survey Department requires topographical surveys in order to trace out the rock formations wherever its work lies, that is, over the whole of Canada.

The engineering surveys under No. 6 need hardly be considered in relation to those under the other heads, since they are of special character, seeking a minuteness of local detail which is unnecessary in the more general surveys. While a good topographical survey, if such existed, would aid in preliminary location, it would not supersede the final construction survey. The engineering surveys on the other hand furnish excellent topographical data especially as to levels, over the region they cover and thereby would assist a topographical survey. It is, however, clearly impossible to amalgamate them with a general topographical survey.

The International Boundary Surveys are carried on as a joint undertaking with the United States, under treaty or agreement. The methods, standard of accuracy, &c., of the Canadian and American surveyors have to be, and are, 'co-ordinated.' These methods and standard are not necessarily the best for general use in Canada. It seems necessary therefore to leave these surveys out of any general scheme of co-ordination.

The application of the proposed co-ordination is therefore restricted to Dominion Land Surveys and the topographical surveys of the Geological Survey and Militia Departments.

The object of the Dominion Land Surveys is to lay out lands for settlement, by running and marking the township and section lines, &c. These lines may indeed serve as a basis for topographical surveys, to a degree of accuracy sufficient for present purposes, in the west. But to impose on the land surveyor the additional duty of completing the topographical survey would hamper him in his proper work, and would thereby, with little doubt, involve an expense greater than making the survey of topographical detail over the same ground independently. Likewise, it is impossible for the surveyor making a topographical survey to profitably apply it to the laying down of township and section boundaries.

Hence, after all, the question is reduced to the co-ordination of two survey departments, the Geological Survey and the Militia. It would no doubt be very advantageous to both these departments to have a common standard of accuracy and a common scheme of work whereby they could assist each other

But they find difficulty in reaching any defined standard of accuracy, from the want of well determined points to serve as control.

This want can only be effectively satisfied, as the Royal Society in their Memorial, Major General Lake in his memorandum to the Minister, and others have pointed out, by a scheme of triangulation.

If the control points are provided, there will then be no difficulty in making topographical surveys to any required degree of accuracy.

In this view 'co-ordination' is an effect which will follow naturally upon the institution of a triangulation, and the appointment of a 'committee of experts' to attempt to do anything before this is an absurdity. It is rather strange moreover to find a recommendation made to the effect that of this committee 'at least a majority should not be connected with the existing survey departments.'

This sentence seems to intimate more than it says and to suggest a desire to exclude altogether those who have practical knowledge of the conditions which would have to be met in framing an improvement on survey methods. Also, to send this commission 'abroad' to study a Canadian question would seem unnecessary.

It is to be observed that the views set forth in the present memorandum are not at variance with Major Gen. Lake's suggestion of an inter-departmental conference. He recommends that the triangulation, to provide the control points, be made by the Department of the Interior, and that a conference between the different survey branches should be had with a view to co-operation in the execution of the topographical survey based on this triangulation. His proposal is practical and definite.

There remains for consideration the second point of the recommendation of the Engineers, 'the adoption of such methods as will secure permanent records both in the field and in the office of all such work,' so that 'records once obtained may be accessible and that all survey monuments, bench or other field marks may be made and referenced in such a manner as to render them permanently available.'

There is no doubt that the proper placing of permanent marks of the surveys is desirable, and their proper referencing is also most important.

As far as surveys made under the Department of the Interior are concerned, they have all been marked in as permanent a way as possible under the circumstances, taking due consideration of cost. The referencing of the returns of survey is also very complete. The plan and field notes of any township or section line surveyed from the beginning of these surveys, 35 years ago, are immediately available whenever asked for.

The case is probably the same in the other departments, and the only difficulty which the public may find in getting the information wanted, will therefore be in knowing which branch to apply to, where similar work is carried on by different departments. The suggestion therefore of the Engineers that records (or copies of them) be filed in one office, such as that of the Geographer of the Interior, is worthy of consideration. An inter-departmental conference (not an outside commission) would be the proper body to deal with this question. The systematic keeping of records would also be assisted by the systematizing of the field work, through a geodetic survey.

A good deal has been said as to the possible cost of a geodetic survey, and the consequent inadvisibility of the Government undertaking it, until the matter has been considered in all its bearings.

The cost of a survey of Canada has been estimated at ten to twenty-three millions, and it has been suggested that this is a minimum, and that the cost will probably be much greater. The Government is therefore cautioned against the hasty incurring of such a liability.

This is hardly the proper way to look at the question. The geodetic survey is not like a railway, which once begun, must necessarily be completed from end to end, under penalty of wasting the capital already invested. A geodetic survey on the other hand may be made to cover as much or as little ground as may be desired, from a few hundred square miles up. If at any time it is found to be costing more than it is worth, it may be discontinued without loss of the benefits accuring to the area already surveyed.

It would appear to be good business policy for the Government to carry on the geodetic survey on a small scale, using as far as possible the present departmental organization. If it turns out to be too expensive, then is the time to call in the 'committee of experts' to decide whether methods can be improved in the interest of economy, or whether the survey should be altogether discontinued.

As to the figures of cost, Major Hills in his report on the Survey of Canada estimates the cost according to his scheme at $75,000 per annum. This capitalized at 3 per cent amounts to $2,500,000 which is therefore the maximum total cost. It is true

that he suggests that this cost may be increased after the first few years, but there is a wide margin between two and a half millions and the other sums which have been mentioned, and it may be assumed that if after the first few years, it were decided to increase the expenditure, it would be because the survey is found to be of such value as to warrant covering a more extended territory.

The immense sums which have been put forward as estimates of cost have probably been derived by multiplying the total area of Canada in square miles (3,600,000) by some assumed cost per square mile, such as $10 in Major Hills' estimate.

This area includes all the northern uninhabited regions, including the Arctic islands. The extension of the topographical survey over these, or over any except the best settled parts of Canada is not a present-day problem.

Let the question of cost be looked at in the light of the reasonable scheme set forth in this memorandum, and which the undersigned was tentatively authorized by the Minister to go on with last summer, namely, the gradual extension of the triangulation where most needed. The cost at ten dollars per square mile is less than two cents per acre, which should not be considered too heavy a burden for the valuable lands of southern and eastern Canada.

Respectfully submitted,

W. F. King,
Chief Astronomer.

Report of the 'Committee on Surveys' to the Minister of Militia and Defence.

Ottawa, February 15, 1907.

To the Honourable
The Minister of Militia and Defence.

Sir,—We, the undersigned members of the Committee on Surveys, constituted pursuant to the Order in Council dated November 13, last, have the honour to report as follows :—

A meeting, for the purpose of organization of the representatives of the Departments named in the Order was held on the 20th December. Meetings of the full committee have been held on the 7th and 17th January and each week since. To the Committee provided for in the Order, a representative of Laval University has been added.

As the result of our discussions we beg to submit the following conclusions.

1. The Committee is of opinion that a comprehensive and reliable survey of the Dominion for the production of an accurate topographic map, based upon a network of triangulation and showing the natural and artificial features of the country, is of urgent necessity to the people of Canada, from the standpoint of public economy, the extension of public undertakings and the development of the natural resources of the country.

Public economy will be served by the early production of accurate maps, by the collection and record of reliable data for the benefit of all parties interested, public or private, and by the avoidance of the duplication or overlapping of survey work which at present frequently occurs, different parties surveying the same area independently for different purposes.

The extension of every class of public undertaking will be promoted, because such topographic maps will greatly assist in the location of roads, railways, canals, water supply, drainage and irrigation works. This has been found to be the case in all countries where such maps have been produced.

Development of the natural resources of the country will be furthered by the assistance which a reliable survey will afford to the geological examination of areas likely to possess mineral deposits, by the information it will give as to the location of agricultural or timber lands, and by the data it will afford for the preliminary investigations of water-powers, waterways, or other natural aids to industrial enterprise.

A reliable topographic map of Canada is absolutely essential for military purposes, to afford the fullest possible information as to the configuration of the country, its natural and artificial features.

It would be a basis for maps graphically illustrating all matters in connection with statistics such as population, industries, the products of the country, the areas of economic minerals and forests, qualities of soil, drainage and catchment basins of rivers and streams, the position of water-powers and the like.

An important benefit to be derived from a topographic and hydrographic survey would be the accurate delineation of the coast line of the Atlantic and Pacific seaboards and the inland waters. It is inevitable that until this is accomplished many disasters must happen to shipping, which might be avoided in a great measure, if there were reliable charts of these waters. One of the first requisites in making hydrographic surveys for the production of accurate charts, is that control points must be accurately established on the shore. Large sums of money are annually expended on harbours, lighthouses and other improvements, yet in many cases the geographical positions of these harbours and improvements have not been accurately determined.

In political and legislative matters, a topographic map would furnish useful and accurate information as to the boundaries of villages, towns, municipalities, &c., and it would also be of great utility in the administration of all public works and services.

It is possible with a good topographic map to plan and lay out engineering works to better advantage than by means of the ordinary preliminary survey. A topographic map would thereby effect not only a saving of large sums of money now annually expended by the government and by private companies in surveys for such undertakings, but would minimize to a great extent the cost of construction, since a better location may be obtained in many cases from a topographic map than from preliminary surveys.

In short, the benefits arising from a good, general topographic survey may well be described as practical, political, administrative, military, statistical and economic.

2. The elaboration of a comprehensive scheme that will permit of a satisfactory co-ordination of existing survey material, whether due to the work of government survey departments or to private enterprise, is also a matter of national importance and great practical utility to the people of Canada.

For the proper co-ordination of existing surveys and the effectual control of future surveys, it is necessary to establish in a permanent manner the net work of triangulation, already referred to, so as to provide a series of points of reference, at convenient distances apart, whose geographical position and absolute altitudes have been accurately determined by appropriate astronomical observations, chains of refined geodetic triangulations and nets of precise spirit levelling.

3. Provision should be made for perpetuating bench marks, points of control, and important points in the interior detail of surveys by permanent monuments. This rule should be applied to all surveys of standard accuracy made under Dominion authority.

4. In order to secure the maintenance of adequate records, there should be a central record office in a suitable fireproof building, where the results of all surveys, inclusive of accurate copies of plans and profiles with brief descriptions should be filed. For purposes of reference, these documents when not required to be treated as

confidential should be made readily accessible to all departments or branches of the government service and to the public.

Deposit in this office of all such results, plans or other documents should be made compulsory upon the departments conducting surveys, and upon railway and other companies working under Dominion charter.

5. It is highly desirable that all general and sheet maps should be produced under standard arrangement as regards scale, projection and execution.

For the production of such maps the existence of a central bureau, where maps may be compiled, edited and engraved for the general survey and, on repayment, for other departments requiring the same would present many advantages. This provision should not prevent any department equipped for the purpose, from preparing its own plans or maps.

6. In order to secure unity, co-ordination, and efficient administration, as well as the systematic utilization of all survey material, and for the production in sheets of an accurate topographic map of Canada, it is desirable that the controlling and topographic surveys, the land triangulation basis of the Hydrographic Survey and the Map Bureau and Record Office should form branches of one department of the public service.

It is also desirable that these branches should be included with the Department of the Geological Survey, together with such other branches of the public service as deal with the natural resources of the Dominion and the quality of whose work depends largely upon accurate maps of the areas under investigation.

7. The prosecution of surveys for special purposes, such as construction of canals or railways, improvements of rivers and harbours, laying off land for settlement, and the like, would be left to the departments to which these matters now appertain, but the departments interested in such surveys should be invited to carry them out, so far as consistent with the end in view, in accordance with such system as may appear best adapted to render the results of permanent value for topographic purposes.

8. The co-operation of the provincial survey departments should be invited.

9. It is not contemplated that surveys extending over the whole country should be undertaken at once. Their extent must be determined by the urgency of the requirements, and the control survey would in the first instance be confined to the better settled parts of the country and to those portions where geological and other researches into the natural resources of the country demand reliable maps upon which to base their operations.

The appropriations in the estimates now before parliament give for the work of the branches which we recommend should be brought together.

	Salaries and expenses.
Geological Survey, Superintendent of Mines Branch	$242,475
Astronomer's Branch, Boundary Surveys	269,067
Hydrographer's Branch, including new steamer. Tidal Survey	349,500
Geographer's Branch	58,890
Total	$919,932

The money provided in these estimates if administered under unified management, is sufficient, subject only to such natural development as may take place in the future, for the establishment of a systematic survey, without additional appropriation therefor by Parliament.

Of the sums mentioned above there is available for field work of surveys:—

Geological Survey	$ 25,000
Astronomical Branch, including Boundary Surveys and Trigonometrical Survey	204,000
Hydrographic Branch	150,000
	$379,000

Out of the Chief Astronomer's vote, $50,000 has already been noted in the estimates as for the trigonometrical survey, in connection with which some work has been done in the vicinity of Ottawa in 1905 and 1906, and triangulation forms part of the plan of operations of the International Boundary Surveys. A portion of the expenditure for the latter, say $10,000, may consequently be credited to control work, making with the $50,000 above mentioned, a total of $60,000 available for purposes of control.

This will be sufficient to carry on the triangulation eastward from Ottawa towards Montreal and the Richelieu river, to conduct some triangulation on the River St. Lawrence to assist the hydrographer who will thereby be enabled to devote the funds at his disposal more directly to sounding, &c., and to contribute towards the control work in the west, such as the continuation eastward along the 49th parallel of the boundary survey triangulation. All this work is such as will necessarily be included in the geodetic survey as soon as the methods of conducting the latter and the areas over which it shall extend shall have been determined.

Meanwhile the control work may be gradually extended over the country, connecting the new surveys and correcting the old. It is thought that, with the union of the surveying departments mentioned, it will be possible in future years so to distribute the funds devoted to surveys among the several branches as to develop the topographic map systematically.

The inauguration of a systematic survey of Canada, therefore, calls for no immediate increase of expenditure. Whether there shall be increase, or continuance of the present expenditure in the future is a matter for future decision, based on consideration of the cost of the work in relation to the beneficial results obtained from it. This decision will rest wholly with the government and parliament.

10. For the complete working out of all the details which will arise from the foregoing, and especially to provide for that accord which is necessary in the operations of the several survey branches of the Dominion, a permanent Survey Board should be appointed.

The board should be similar in composition to the present Survey Committee, and have power to call in consultation such other persons as from time to time it may desire.

The board should advise as to the development and methods of the control survey. It should suggest such regulations as it might consider necessary or desirable regarding all surveys and mapping and should invite co-operation towards securing the practical application of the same. It should constitute a board of conference for the several survey departments.

A reasonable appropriation, say $8,000 per annum, should be made for the necessary expenses of the board.

In the event of these recommendations receiving the approval of the government the immediate appointment of the board is urged, in order that they may undertake their duties without delay.

We append hereto:—

1. A number of extracts from statements or reports from various authorities showing the practical benefits derived from topographic surveys.

2. A copy of the Order in Council of November 13, 1906, under which we have acted.

3. A copy of the memorial from the Council of the Canadian Society of Civil Engineers.

W. F. KING, *Chairman,*
Chief Astronomer, Department of the Interior.
M. J. BUTLER,
Deputy Minister and Chief Engineer, Department of Railways and Canals.
P. LAKE,
Chief of the General Staff, Department of Militia and Defence.
*E. DEVILLE,
Surveyor General, Department of the Interior.
*R. STECKEL,
Chief Clerk, Engineering Branch, Department of Public Works.
W. J. STEWART,
Chief Hydrographic Surveyor, Department of Marine and Fisheries.
C. H. MCLEOD,
Professor of Surveying and Geodesy, University of Montreal.
L. B. STEWART,
Professor of Surveying and Geodesy, University of Toronto.
E. MARCEAU,
Principal of Polytechnic School, Laval University.

Attest:
J. MACARA,
Secretary.

APPENDIX I. TO REPORT OF COMMITTEE ON SURVEYS.

Extracts from statements or reports from various authorities showing the practical benefits derived from Topographic Surveys.

President Van Hise, of the University of Wisconsin, says:—"A railroad company owned two lines in northern Michigan and Wisconsin which they wished to connect by a branch some forty miles in length. The country was unknown between the two lines. Under my direction, topographical, geological, and timber maps were made of about twelve hundred square miles, at a cost of about $25,000. After these maps were made the line was laid down in the office with a beautiful grade, and with the best location possible with reference to iron ore and timber. One of the features of the line was that it crossed a bold trap range which was supposed to be impossible to cross except at great expense, by finding gaps through it. This line crossed the branch of another railroad about twelve miles long, which, because it went around the end of this trap range, when the gap was directly in front of it, was at least two miles longer than was necessary. These additional two miles of road cost fully as much as the entire survey of the twelve hundred square miles.

It is my profound conviction if topographical surveys were made of broad zones where it is expected to project railroads through rough forested country, that many times the cost of the survey would be saved in the construction of the railroads, besides getting a better location both as to resources and to grade than is possible by the random methods employed at the present time for the locating of railroads in rough forested country."

*This report was signed by Messrs. Deville and Steckel, subject to the objections set forth in their appended minority reports.

The statement has been made by General Francis A. Walker that "if the State of Massachusetts and had a good topographical map in 1836 some $20,000,000 would probably have been saved in its public railway expenditure."

The area of the state of Massachusetts being 8,315 square miles, this saving would amount to over $2,400 per square mile. The topographic survey of the State has cost $13.00 per square mile.

In the report of the geographer to the Department of the Interior for 1902, Mr. White, alluding to the difficulties met with in compiling the map of Canada on a scale of thirty-five miles to an inch wrote:—"The lack of an accurate topographical survey, the numerous sources from which information must be obtained, the difficulty in many cases of obtaining access to the plans of old and almost forgotten surveys, the necessity of incorporating surveys that are being made concurrently with the compilation of the map, which frequently alter the work almost as soon as completed, all tend to make the compilation of such a map a long and tedious operation."

Further on in the same report he wrote:—

"The difficulties encountered in compiling the new map of Canada emphasize the need of a good topographical survey of at least the well settled portions of the Dominion.

A few years ago I made a survey between two well determined points on Georgian Bay and the west end of Lake Ontario respectively, which showed that part of Central Ontario as shown in the best existing map was over two miles out in longitude, and over a mile in error in latitude. Although our maps show streams, lakes, &c. even in the extreme north, much of the information upon which they are based is of the vaguest kind."

Major C. P. Close, C.M.G., R.E., Instructor in Surveying at the School of Military Engineering, Chatham, in a lecture delivered at the staff college on 13th July, 1903, said:—"No assemblage of sketches will ever make a topographical map. The maps of India, previous to 1802 (when the survey department began work) had been compiled from sketches. These maps, in the short distance across India in the latitude of Mysore, were forty miles in error, a striking example of the futility of basing maps on sketches."

Again, speaking of the recent experience in South Africa he said:—"Instances have been quoted of the impossibility of compiling a satisfactory map from sketches. South Africa affords the example of the impossibility of compiling a map from large scale plans, such as the farm surveys of the Free State."

Dr. Frank D. Adams in a recent paper read before the Canadian Institute, quotes from a letter from Dr. C. D. Walcott, lately director of the United States Geological Survey as follows:—"Such maps" (those of the U.S. Geological Survey) "are an essential to the proper development of all the resources of a state. We have reached the point where officials of railroads, of trolley lines, those interested in highway improvements and in the development of city water supplies and sanitary measures as in general engineering work, do not think of spending one dollar on field surveys until they have first procurred from this office the topographic maps and the records of levels run in connection therewith. We are in daily receipt of testimonials showing the sums of money and the time saved in connection with all preliminary and also of some location surveys for such enterprises. Above all, however, is the topographic map, an essential to the study, along modern lines and by best methods, of the mineral resources of a region. The old descriptive methods of discussing the geology of a district have been long abandoned in this country. It has been found that every dollar expended in preparing a mathematically correct base map upon which to map the geologic formations for strike and dip and from which to construct structural sections, is returned many fold in the value and accuracy of the resulting studies of the geologic formations and their economic possibilities. A good topographic map is just as essential a framework upon which to reproduce a facsimile of the underlying geology,

as is the steel frame which modern architects use to form and support a masonry building of modern design."

In 1898, Dr. Pritchett, Superintendent of the U.S. Coast & Geodetic Survey, presented before the Royal Society of Canada a paper on "A plan for international measurement of an arc of the 98th meridian," in which the co-operation of Canada was invited.

The Royal Society in memorializing the Governor-General in Council in support of Dr. Pritchett's proposal, while speaking of the importance of the work from a scientific standpoint, urged co-operation by the Canadian government, on the ground that 'the Canadian portion of it would also be of great practical utility in forming the basis of a thorough geographical survey for this Dominion.'

They further say:

'Extensive triangulations have seldom been undertaken upon scientific methods alone, their primary object has been utilitarian and to provide a basis for systematic surveys. Without such a basis there is no finality in results, the same ground is being surveyed over and over again, as is the case in the Dominion, by the land surveyor, the geologist, the railway and canal engineer, the hydrographer. For every new project a new survey has to be made. The labour and expenditure on these surveys would be considerably reduced and often entirely unnecessary if we had a systematic triangulation carried out as in other countries. This fact has long been recognized in Europe, where every country has been accurately mapped. Outside of Europe may be cited the United States whose triangulation is well advanced; India, which offers a striking instance of extensive and well conducted surveys; the Cape of Good Hope and Natal, which have executed a joint triangulation of South Africa; New Zealand, where trangulation has preceded all other surveys. It must not be supposed that there were no objections raised in these countries to the inception of the work; on the contrary, it was frequently opposed by those who did not understand its practical value, but their opinions changed after they had been in a position to appreciate its usefulness.'

The desirability of a trigonometrical survey of the Dominion was brought before the government in 1888 by a committee, appointed for that purpose, of the Dominion Land Surveyors' association. The following is an extract from the memorandum:

'Again with the increase in the value of real property any work having in view the permanent marking of points which would definitely fix the positions of boundaries of real estate, is for the public good. In many of the provinces the boundaries of valuable properties are in most cases dependent on the durability of wooden posts, a few marks on trees, for the testimony of a few of the oldest inhabitants, and as a consequence expensive litigation often arises, in fact it may safely be said that the amount annually expended in litigation regarding boundaries would go a long way towards paying for the cost of a trigonometrical survey.

Were the boundaries, especially those of large areas, such as counties, townships, and concessions, accurately defined by a trigonometrical survey similar to that made by the countries herein referred to, all doubts as to their position would be forever set at rest.

At the present time, throughout the Dominion, every city and many of the towns and villages are looking about for means of obtaining a good water supply or of improving the supply they have.

Gravity being the best method of utilizing a water supply, is generally sought after, but the information necessary to determine the availability of a supply by this means, can now only be had by expenditure of large sums in surveys, as has been lately seen in Toronto.

Had there been a good topographical map in existence, that expenditure would have been unnecessary.

In drainage work the information derivable from a survey of this kind would be invaluable, and as our agricultural population is waking up to the benefits arising from proper drainage, no time should be lost in giving them this aid. The maps would enable any engineer to determine by calculation the area of any basin to be drained, and to know accurately the size of drain necessary, and its proper location, and the survey would do away with all litigation arising from parties claiming that their lands do not lie in the basin to be drained, as a reference to the map would show at a glance the natural drainage outlet for any piece of land.

These maps would also be exceedingly valuable in assisting an equitable assessment of real estate for taxes, and providing the necessary information required in locating and building highways, and would save large sums of money which are now expended in finding out where roads should be built, and the sums saved might be expended in making the roads more solid and permanent.

The information afforded by the maps provided from a survey of this kind, in reference to our inland waters, and the possibility of their utilization for navigation which is becoming every day of more importance would be a vast benefit to the country.

Many large public works are now being agitated, and will no doubt in the near future be undertaken, as, for instance, 'The Ottawa Ship Canal,' 'The Trent Valley Canal,' &c., the possession of good topographical maps would very materially assist in settling the question of the feasibility of these and many other schemes for the improvement of navigation, &c.'

Appendix II. to Report of Committee on Surveys.

order in council constituting the committee.

Extract from a Report of the Committee of the Privy Council, Approved by the Governor-General on the 13th November, 1906.

On a report dated 19th July, 1906, from the Minister of Militia and Defence stating that he has had under consideration a memorandum from the Council of the Canadian Society of Civil Engineers, Montreal, dated 2nd April, 1906, containing a resolution adopted at the annual meeting of the said society on the first of February, 1906, which advocates a more complete co-ordination of the surveys conducted by the various departments of the Dominion government with a view to the eventual establishment of a general topographical and geodetic survey scheme for the whole Dominion.

The Minister observes that the immense importance from a military point of view of a correct topographical survey of the Dominion has already been reported on by the Chief of the General Staff and the said report has been approved of by the Minister of Militia and Defence.

The Minister further states that he is in agreement with the general proposal contained in the memorandum of the council of the Canadian Society of Civil Engineers, and is strongly in favour of the co-ordination of the work of the existing survey branches of different government departments with a view to the inauguration of a geodetic survey of Canada.

The Minister further states that upon one point only is the policy of the Department of Militia and Defence not in complete accord with the council of the society. In the last paragraph but one of their memorandum the council deprecate entering at once on the expenditure that would be necessitated by the establishment of a geodetic survey although they admit that one will have to be inaugurated in the near future. They argue that such a survey should 'grow out of' rather than be 'superimposed upon' existing conditions. It may be that the meaning which council of the society attach

to the expression 'Geodetic Survey' has been misinterpreted, but in the view of the Minister of Militia and Defence, the most valuable portion of a 'Geodetic Survey' from a practical point of view is that it furnishes in its triangulation, the accurate frame work upon which all other surveys must be based, if they are to be reliable. If this frame work is, in the words of the council, to 'grow out of existing conditions', there would surely be a risk not only of delay, but a wasted effort.

The Minister further states, that the Council of the Society admit that different Government survey branches are working under different conditions, upon different methods, under varying projections, and without connection. It is difficult to understand how results are to be co-ordinated without the general frame work furnished by a geodetic survey. And, it would further appear that, inasmuch as the different branches are necessarily basing their work upon imperfect data, to delay the commencement of the frame work of triangulation upon which the accurate survey of the country must ultimately be based, is to condemn these departments for a greater or less period to work under conditions which forbid accuracy, and to waste a great portion of skilled work of the surveyors employed therein.

The Minister, while cordially supporting, subject to the foregoing reservation, the general proposals made in the last paragraph of the Memorandum of the Canadian Society of Civil Engineers, is not entirely prepared to agree with the Council of the Society that a majority of the commission of experts proposed by them should be persons not connected with the existing Survey Departments.

The Minister of Militia and Defence is of opinion that it is more desirable that the committee which would perhaps be preferable to a commission as being less expensive should be composed mainly of officials representing the different Government Departments concerned with survey work.

The Minister, therefore, suggests that the Department of the Interior, as the one perhaps most deeply interested in the question should supply two members to the Committee, one of whom possibly the Dominion Astronomer, might sit as Chairman, that the Geological Survey, the Department of Marine and Fisheries, the Department of Railways and Canals, the Department of Public Works and the Department of Militia and Defence should each nominate one member to represent its interests. It is for consideration whether the Committee would not be strengthened by the addition of representatives from the scientific staff of McGill and Toronto Universities, say one member from each. The Committee concurring in the foregoing recommends that the same be approved.

JOHN J. MCGEE,
Clerk of the Privy Council.

APPENDIX III. TO REPORT OF THE COMMITTEE ON SURVEYS.

MONTREAL, April 2, 1906.

Memorandum to the Right Hon. Sir Wilfrid Laurier, Prime Minister of Canada, Ottawa. From the Council of the Canadian Society of Civil Engineers, Montreal.

As already intimated to you, the following resolution was unanimously adopted at the Annual Meeting of the Canadian Society of Civil Engineers, in Toronto on 1st February last:—

'Resolved that the Council be instructed to represent to the Dominion Government the importance of action in the direction of a more complete co-ordination of the various surveys conducted by its departments, and the adoption of such methods as will secure permanent records both in the field and in the office of all such work. In the opinion of this meeting, the complete working out of a scheme will involve very

careful study not only of the valuable work now being done, but also of the methods which have been adopted by the Governments of other countries, and should lead to the establishment of a general topographical and geodetic survey scheme for the whole Dominion.'

In asking your consideration of the foregoing resolution, the Canadian Society of Civil Engineers begs you will understand that the excellence of the survey work which is being done in the various departments of the government is not in any way called in question.

The Society is desirous:—

(*a.*) That some scheme may be arrived at whereby the work of the surveying branches may be co-ordinated in such a manner as will render the work of each of greater and more permanent value to the country than is possible under existing conditions, and it sees no reason why such a result should not be attained without in any way impairing the independence of the branches.

(*b.*) That a method may be worked out whereby all records once obtained may be accessible, and that all survey monuments, bench and other field marks may be made and referenced in such a manner as to render them permanently available.

(*c.*) That in the development of such a method as may be found best suited to insure the foregoing, the necessity of a general topographical and geodetic survey scheme for the whole of the Dominion be borne in mind as a work which will ultimately be necessary for the complete unifying of the various surveys of the country.

Referring to these requirements, it is understood that there are at the present time in the Dominion Government some eight or more independent or semi-independent surveying branches, each of which conducts its operations after its own methods. These methods being conceived separately and in each case for special objects, do not of course accord, and the results obtained through them cannot be of a uniform standard as regards accuracy or topographical detail. The representations of such work on maps or plans are also carried out under varying methods of projection and on a great variety of scale. Such lack of unity of method and also of proper connection between separate surveys must obviously reduce very largely the permanent value of the work as a whole, and there is therefore not realized from our surveys that return which the money expended upon them would seem to justify.

While during the past years a very large amount of surveying has been done, it is, in regard to some of these surveys, a difficult matter to obtain any desired information for the reason that no adequate method of recording the same has been in vogue, and when the plans or notes of such work are obtained, the field monuments are found not to have been established with that idea of permanence which it is desirable that all survey work should have. It would seem that one of the first objects to be accomplished would be the establishment of a bureau of records, for which a nucleus may now be said to exist in the Department of the Geographer of the Dominion.

The Canadian Society of Civil Engineers is well aware that the Dominion Government has been memorialized by the Royal Society of Canada and by other bodies in regard to the establishment of a geodetic survey for Canada. The society would gladly see such a work undertaken as soon as the conditions therefor are favourable. It is of opinion, however, that there is a very large amount of work which should first be done in co-ordinating the different surveying branches of the Dominion Government and that under existing conditions, it would not seem wise to plunge immediately into the large expenditure which would be necessitated by such a general survey. Without question a geodetic survey for Canada will have to be inaugurated in the near future, but such a survey is one which should grow out of, rather than be superimposed upon, existing conditions. It is furthermore a work which must be approached slowly, not only on account of the circumstances above named, but also for the reason that men must be trained for it.

The Society would respectfully urge the Government to appoint a small commission of experts of whom at least a majority should not be connected with the existing surveying departments, and that this commission be authorized and instructed to obtain such information both in Canada and abroad as will enable it to report upon a satisfactory scheme for the co-ordination of the various surveys now being conducted by the Dominion Government and the adoption of such methods as will secure permanent records both in the field and in the office; these recommendations to be such as will adapt themselves to the establishment of a trigonometrical survey of the country. Further, that the Commission be instructed to outline the best methods of inaugurating a geodetic survey for Canada in accordance with the foregoing considerations.

H. D. LUMSDEN, *President.*
C. H. MCLEOD, *Secretary.*

COMMITTEE ON SURVEYS.

MINORITY REPORT BY THE SURVEYOR GENERAL.

Memorandum of the objections of the Surveyor-General to the report of the majority of the Committee on Surveys.

Clause 1. In describing the benefits to be secured by a comprehensive survey of the Dominion, savings and economies are mentioned. This should be qualified by explaining that it does not mean a saving in the total cost of surveys as a whole.

The statement that many disasters must happen to shipping which might be avoided in a great measure if there were reliable charts of the inland and coast waters, might be understood to mean that no reliable charts are in existence and that none can be produced without a geodetic and topographic survey. No evidence has been submitted to the Committee in support of this contention.

Clause 2. According to the recommendations of the Society of Civil Engineers approved by the Order in Council of November 13, 1906, the Committee, which takes the place of the Commission suggested by the Society, was to be authorized and instructed to obtain such information, both in Canada and abroad, as would enable it to report upon a satisfactory scheme for the co-ordination of the various surveys now being conducted by the Dominion Government.....Further,.....to outline the best methods of inaugurating a geodetic survey of Canada.

The information referred to has not been obtained, nor has a scheme been devised for the co-ordination of the various surveys or a method been outlined of inaugurating a geodetic survey of Canada. Clause 2 merely suggests the elaboration and adoption of a comprehensive scheme, but does not define what it is to consist of or how it is to be carried out.

Although the benefits to be derived from good maps are fully appreciated, financial considerations have hitherto prevented the inauguration of a comprehensive survey of the country. The cost of a survey is in direct proportion to the area, while the revenue, from which payment must be made, varies with the population. The conditions in Canada are unique; with an area of four millions of square miles, larger than the whole of Europe, the revenue (1905) is only $71,180,626, or $17.80 per square mile. Taking Great Britain, for instance, for the purpose of comparison, it is found that the area is 121,000 square miles and the revenue £143,370,404, or $5,770 per square mile. Great Britain is thus in a position to spend 324 times as much as Canada for surveying a square mile. In other words, where Great Britain spends $32.40 for surveying a square mile, a proportionate expenditure for Canada is ten cents. This

shows that Canada cannot follow blindly the lead of other countries in this matter; because a certain kind of survey has been found a profitable investment elsewhere, it does not follow that it will also prove profitable here.

Another consideration is that in Europe surveys are generally made by military officers and soldiers, for whom employment has to be found in time of peace. Their salaries and maintenance having to be paid whether they are idle or employed, the extra expenditure is limited to the cost of instruments. transportation and contingencies, which is small. In the published figures of the cost of such surveys, salaries are not always included and in consequence the cost may come out very low.

If estimates for a survey of Canada are calculated from figures of this kind, disappointment is inevitable as salaries form two-thirds of the cost of Canadian surveys.

It must also be borne in mind that nearly all countries which have been surveyed are well settled and sparsely wooded, that the communications are easy and transportation inexpensive. Opposite conditions govern in Canada; the primeval forest is still within a few miles of many of our great cities and the surveys are in consequence more expensive than elsewhere.

A project for a survey of part of Canada has been submitted by Major Hills, C.M.G. He estimates the cost at ten millions of dollars for a map on a scale of two miles to an inch, and twenty-three millions for a scale of one mile to an inch. Whether the survey can be executed for the sums mentioned and whether it is the kind of survey best adapted to the needs of Canada are questions requiring investigation. While valuable for military purposes, the two miles to an inch survey could not well be used for the location of roads, railways, canals, works for water supply, drainage, irrigation and the like.

From the foregoing it may be perceived that a geodetic and topographical survey of Canada is an enormous undertaking and that it would not be wise, without mature deliberation, to commit the country to the large expenditure involved.

Clause 5. A central bureau where maps may be compiled, edited and engraved for other departments requiring the same, while presenting some advantages, is not free from objection, as it will introduce causes of delay and interfere with the departments' direct control of their own business.

Clause 6. No evidence has been produced to show that the proposed centralization of the surveys in one department will serve any useful purpose. That the various surveys can be carried out independently provided they have permanent reference marks in common, is shown by the experience of other countries where such surveys, although so carried out, have reached a high degree of perfection. The survey branches of the several departments have grown in answer to the departmental means and their control by the respective ministers is absolutely necessary for prompt and efficient administration. A minister must have a free hand in administering his department and must not be hampered by having to transact part of his business through other departments. The material development of Canada is to a large extent dependent upon effective administration of public affairs; the country being young, the material interests are paramount and nothing must be allowed to stand in their way.

Clause 7. Under this clause, the departments are to be invited to carry out their surveys in accordance with such system as may appear best adapted to render the results of permanent value for topographic purposes. A general supervision of all surveys which it is proposed to assume cannot fail to prove objectionable to the other departments.

Clause 9. If the meaning of this clause is that a comprehensive survey of Canada can be carried out without a substantial increase in the appropriations, it is held that all the evidence available is against such a contention. It is simply proposed to spend a certain sum yearly for inaugurating a geodetic and topographic survey of the Dominion; the number of parties to be employed, their composition, the nature of the work and the methods to be used are all left for future consideration, as well as the

continuance or otherwise of the survey. Such a course was adopted by the conference held at Cape Town in 1904, and composed of the Cape Astronomer, a representative of the War Office, and the Surveyors General of all the colonies of South Africa, including Rhodesia. Like this committee, the conference was to formulate a scheme for the systematic survey of the whole of South Africa. The result of the deliberations is given as follows in the Annual Report of the Colonial Survey Committee, presented to parliament in October, 1906:

'A unanimous report was drawn up, but in the light of subsequent events it appears that the conference opened its mouth too wide. Some of the colonial governments found that the financial situation did not enable them to contribute the money required, and in May, 1905, the High Commissioner reported to the Secretary of State for the colonies that the scheme must be regarded as indefinitely postponed.'

The logical manner of dealing with the question is to decide first what work is to be done, how it is to be executed and what it will cost; the survey can then be proceeded with if the cost is within the limits of expenditure which the country can afford.

The money at present available is altogether inadequate to carry out a geodetic and topographical survey of Canada; if it is not to be very substantially increased, it might be used otherwise to more advantage in improving the maps.

Clause 10. The Surveys Board recommended by this clause is to suggest such regulations as it may consider necessary or desirable regarding all surveys and mapping. This recommendation, if acted upon, will to a considerable extent, withdraw the control of the surveys from the respective ministers and vest it in the board. It follows that when a minister requires a certain map or a certain survey for the proper administration of his department, he may have either to give it up because it is not in conformity with the regulations of the board or to accept a map or survey which does not answer his purpose as well. Such a scheme is impracticable; it has very little chance of being acquiesced in by the departments and will only serve to create difficulties.

E. DEVILLE,
Surveyor-General.

Ottawa, March 1, 1907.

Committee on Surveys.

Minority report by Mr. Steckel, representative of the department of public works.

Ottawa, February 19, 1907.

The undersigned representative of the Public Works Department cannot for the following reasons, agree to approve the report of the Survey Committee constituted pursuant to an Order in Council dated November 15, 1906, as finally adopted February 15, 1907, by a majority of its members for submission to the Hon. the Minister of Militia and Defence.

He feels convinced, it would be a step in the wrong direction to create, as set forth in clauses six and nine of the said report, a distinct control department out of direct touch with the existing kindred services, by detaching from some of the present survey departments of the Dominion, those branches who have hitherto taken a hand in controlling ordinary topographic, hydrographic or levelling operations, and grouping them together in an entirely new department. In a young country like the Dominion of Canada, the aim of all government measures such as that suggested in the report in question, should be framed rather with a view of building up and im-

proving than tearing asunder existing recognized public services. As in this instance we have before us the fact that in no other country has similar grouping of controlled survey work been effected or found necessary, the adoption of such a course would inevitably have a pronounced tendency to belittle the importance of performing with due regard to accuracy, the special survey work that would be left in the hands of the public departments affected,—and would thus create the impression among many of the officials concerned, that the execution of the said special departmental survey work in an indifferent or slip shod manner, is considered to be a matter of but little consequence. Moreover, under present conditions much useful information for engineering purposes can frequently be secured in this young country at very little extra cost, by parties attending to control work who are also necessarily interested in the special work or services usually undertaken or carried on by the departments of which they form part, which would be completely lost to the government if the proposed segregation of special and control duties was effected.

Instead of raiding the departments where control survey branches have sprung into existence as a natural consequence of the progressive development of this young country during the past half century or so—and running the risk of losing the benefit of a large share of the experience gained in the departments in question during this long period—solely for the purpose of grouping together the more refined and scientific subdivisions of the services nurtured thus far in the said departments, and combining them all under a separate management which will be thus invited to pose as being of superior ability and importance, in some cases to the detriment of old officers who have inaugurated control services and devoted the greater part of their official lives to the improvement of the same—it appears to the undersigned to be far preferable and in the best interests of the Dominion, for the government to confine their action in this matter to placing the whole of the contemplated work of co-ordination, unification and control of the numerous diversified surveys at present undertaken by various public departments, on an equal footing in the hands of a representative commission(or advisory board) of experts, of similar composition to the survey conference just closed—who have the proper administration of the survey branches in question equally at heart from a national as well as from an economic standpoint; the prosecution of all the surveys required whether for special or general purposes being left to the same departments under whose charge such works have hitherto been carried on.

It may furthermore, not be out of place for the representative of the Public Works Department to call attention to the fact; that if the pet scheme of forming an exclusive model control department is unconditionally endorsed and the vaunted easy economical methods of procedure are strictly followed, one of the inevitable consequences will be the occurrence of vexatious delays in carrying the hydrographic surveys projected in different parts of the Dominion, primarily at places where they are shown to be most needed in the interests of navigation.

While the undersigned is practically in perfect accord with the majority of the members of the committee in regard to several of the views expressed in the report adopted by them—leaving aside in toto clauses Nos. 6 and 9 above referred—some of the other clauses of this report also contain suggestions which are materially at variance with those contained in the draft report embodying the views held by the Public Works Department he placed in the hands of the members agreeably to a decision reached at the evening meeting of January 24—which draft report reads as follows:—

'We, the members of the Survey Conference constituted in pursuance of an Order in Council dated November 15, 1906, for the purpose of securing a more perfect and complete co-ordination of the work of the existing survey branches of the different government departments, with a view to the inauguration of a systematic geodetic survey of Canada as soon as practicable, have the honour to submit the following conclusions and recommendations, viz.:—

In relation to Canadian government surveys, especially those undertaken in the better settled parts of the country, the elaboration and adoption of a comprehensive

scheme that will permit of a satisfactory co-ordination of existing survey material, supplemented when found necessary by complementary data, and of the prospective future rational extension of survey work—the whole with a view of eventually producing and issuing for public use accurate and instructive sectional maps covering the whole Dominion, is a matter of national importance and great practical utility to the people of Canada.

The reliable and varied information afforded by such maps undoubtedly is the means of effecting considerable economy in the location of trails, roads, railways, canals and works for water supply, drainage, irrigation and the like, has clearly proven on various occasions in the United States of America and in many European and other countries where such maps have been made and issued for the benefit of the public. These maps also enable the various public departments engaged on the surveys of the natural economic resources of the country to effect a saving of their outlays, by avoidance of duplication of field work in securing a basis for the graphical representation of the extent and importance of such resources.

For the proper co-ordination of existing surveys and the effectual control of future surveys, it is necessary to establish in a permanent manner a series of points of reference and bench marks, at convenient distances apart, whose geographical positions and absolute altitudes have been accurately determined by careful appropriate astronomical observations, chains of refined geodetic triangulations, and nets of precise spirit levelling.

Where properly conditioned geodetic triangulations are impracticable without entailing an unwarrantable expense, owing to the rugged nature, the distorted features or other unfavourable conditions of the country, the running of accurately oriented, measured and levelled traverse lines may be resorted to, which course constitutes a tolerable accurate and effective mode of control.

Provision should be made for applying to all surveys of standard accuracy made under Dominion authority, the rule just laid down for perpetuating principal bench marks, primary triangulation points, and other important points in the interior detail of government surveys by permanent monuments.

There should be established a central record office at Ottawa, in a suitable fireproof building where the results of all surveys, inclusive of exact copies of plans, profiles and cross-sections accompanied by brief summary descriptions, should be filed.

These drawings and descriptive memoranda should be made readily accessible to the public for purposes of reference, as well as to all administrative departments or other branches of the government service.

Deposit in this office of all such results, plans, or other documents should be made compulsory upon the public departments conducting surveys and upon all railway, bridge and other companies working under Dominion charter.

In order that the recommendations and conclusions above set forth may be gradually acted upon with due regard to economy consistent with efficiency, existing conditions and prospective requirements, the members of the present survey conference should be appointed to form part of a commission of experts, required to assemble under the presidency of the Hon. the Minister of the Interior or one of the other Ministers of the Crown at the head of the survey departments represented on this conference, who should be assisted by two vice-presidents and a secretary.

The duty of this commission would be to lay down the basis for the execution of the projected primary geodetic and accurate topographic surveys, inclusive of networks of precise levelling, and to select an executive committee of experts composed of say five or six of its members, to work out the details of the programme prepared by the commission, as regards the instruments to be used and the methods to be followed and frame the necessary regulations for ensuring the successful prosecution of both the field operations and office work involved in the production and publication—under a standard arrangement as regards scale, projection and execution—of the projected reliable and instructive sectional maps covering the whole Dominion

above mentioned; the prosecution of all the surveys required whether for special or general purposes being left to the same departments under whose charge such works have hitherto been carried on.

While the appropriations asked by the government from Parliament at its present session, to make provision for carrying on during the fiscal year ending March 31, 1908, the existing survey services of the Dominion—may remain at their present figures, pending further development in connection with the projected co-ordination, unification and control scheme—it is indispensable that a special appropriation of say $10,000 be obtained to provide funds for carrying on the work of the proposed commission, inclusive of reasonable allowances to be made to officers of the Civil Service called on to devote their spare time to the labours devolved on the commission and to place at its disposal the valuable knowledge they gained from the long experience acquired in following their respective callings, notwithstanding anything in the Civil Service Act.

Assuming that the federal authorities are firmly resolved to proceed with the commendable work of producing and publishing reliable and complete sectional topographic maps of the whole of those parts of the provinces and territories of the Dominion which are well fitted for settlement from the Atlantic to the Pacific coast—together with similar but less perfect maps of the districts less favoured by nature—and that they are prepared to carry on systematically the necessary field and office works on a scale commensurate with the importance and usefulness of this undertaking of truly gigantic proportions—it stands to reason that Parliament will have to be called on every year to grant materially larger appropriations to be devoted to the services affected by the contemplated expansion of the survey work now carried on than have heretofore been made for such purposes, for, the total cost of this great work will unavoidably run far into the millions of dollars.

R. STECKEL.

C. A. Bigger to the Chief Astronomer.

OTTAWA, Ont., August 5, 1908.

W. F. KING, ESQ., LL.D.,
Chief Astronomer.

SIR,—As an introduction to a description of the Geodetic work accomplished in Canada a short historical sketch may be of interest.

Geodetic Surveys for geographical purposes have been in active progress in many countries for more than a century. Their inception was due to the advancement and development of scientific research. A more exhaustive and intelligent discussion of the size and figure of the earth became necessary in order that the disputes between scientific societies in the different European countries might be satisfactorily settled. The early history of Geodetic work—prior to the beginning of the nineteenth century—is most interesting reading, but for the purpose of this report, may be passed over with a summary of its development.

The study of the size and figure of the earth is carried on by triangulation along arcs of meridians upon different portions of the earth's sphere, and necessarily includes astronomical observations for latitude and azimuth, thus supplying one of the two co-ordinates for mapping purposes. A desire for the comparison of results led to the connection of these triangulations transversely, which, together with the choice of a principal meridian, furnished the other co-ordinate called longitude.

The progress of civilization created a demand for accurate maps and the triangulations referred to, supplied stations of known latitude and longitude, thus bringing before the public the practical benefits of such work.

The earlier geodetic triangulations were for many reasons unsuccessful; no definite data as to the curvature of the earth's surface were derived therefrom, but the knowledge obtained served as an incentive to more work, and the rivalry between the countries more advanced in scientific knowledge became intense, especially in the fourth decade of the eighteenth century. In 1735 and 1736 expeditions were organized by the French Academy of Sciences and their work in Peru and Lapland proved that the polar is longer than the equatorial degree of latitude.

Towards the latter part of the eighteenth century, triangulations were in active progress in Great Britain and on the continent of Europe, and during the first decade of the nineteenth century the Great Triangulation Survey of India and the Geodetic Survey of the United States of America were commenced. The methods developed by these two surveys are recognized as the best modern practice.

Beginning of the Geodetic Survey.

Up to the present, maps of Eastern Canada have been compiled from the plans of township surveys, co-ordinated—in some instances—by railway surveys. When greater accuracy was desired, latitude and longitude observations were made at isolated stations.

The requests for these astronomical stations became so frequent that it was deemed unwise to further postpone the beginning of a geodetic survey, as geographical stations—determined by astronomical observations—are subject to the influence of the unequal distribution of gravity, and their displacement from this cause alone may amount to several hundred feet.

Work of 1905.

In 1905, the Chief Astronomer received the authority of the Minister of the Interior to commence a triangulation in the vicinity of Ottawa, and the writer was given charge of the work. On the 23rd day of July the first signal was erected on King Mountain, about nine miles northwest of Ottawa. (Plate 1). An observing tower eighty-seven feet high was erected the same season near Bowesville, south of Ottawa. (Plate 2). And a portion of the country between the Ottawa and St. Lawrence rivers was explored for the purpose of selecting angular points for the triangulation.

Work of 1906.

In 1906, nine towers of an average height of seventy-five feet were erected and reconnaissance extended east and west from Ottawa. Up to the end of 1906 the work was of a desultory nature owing to the small amount of money available for that purpose.

During the winter of 1906 and 1907, the writer and one assistant continued the reconnaissance east from the city of Ottawa across the southern portion of the province of Quebec as far as the southeastern boundary of that province.

Work of 1907.

In 1907 the Geodetic Survey of Canada was organized upon a somewhat more extensive scale and much work was accomplished during that season.

At the outset it was decided that the triangulation should be of the highest order of precision and the standard adopted, viz.: that the average summation of the three observed angles of each triangle should be within $180 + \epsilon \pm 1''$ has been attained as will be seen by the following table.

Stations.	Observed Angles.	Spherical Excess.	Plane Angles.	Sum.	Error.
Bowesville	43° 18′ 54·″42	—0·″41	54·″01		
King Mountain	79 14 47· 36	—0·″41	46· 95		
Carp	57 26 18· 96	—0·″41	18· 55	59·″51	0·″49
Bowesville	48° 25′ 00·″52	—0·″75	59·″77		
Montague	47 30 57· 00	—0· 75	56· 25		
North Mountain	84 04 03· 92	—0· 75	03· 17	59·″19	0·″81
Bowesville	30° 31′ 48·″89	—0·″36	48 ″53		
North Mountain	71 05 28 88	—0· 36	28· 52		
Ormond	78 22 43· 43	—0· 36	43· 07	00·″12	0·″12
Bowesville	74° 29′ 29·″25	—0·″55	28·″70		
Navan	59 41 56· 67	—0· 55	56· 12		
Ormond	45 48 34· 87	—0· 55	34· 32	59 ″14	0·″86

That precision fully equal to that of the principal geodetic surveys has been achieved is very encouraging, especially in view of the fact that the opinion has been often expressed, sometimes with assumption of authority, that Canadians, from want of experience, could not cope with the work, and that it would be necessary for the proper carrying on of a geodetic survey in Canada to resort to other countries for instructions in methods and even for the personnel of the survey. All the observers now on the staff are graduates of Canadian Universities.

GENERAL REMARKS.

It was confidently expected that the experience of other countries would place geodetic operations beyond the experimental stage. As far as the perfection of angular instruments is concerned, those expectations have been realized. The angles of the triangles tabulated were measured with a twelve-inch, two microscope, Troughton & Simms theodolite reading directly to seconds of arc, designed for the Great Trigonometrical Survey of India. Unfortunately for the progress of our work, the adoption of apparatus for signalling—reported highly satisfactory in other countries—proved disastrous; it was found to be wholly inadequate to cope with the atmospheric conditions prevalent in eastern Canada. The Geodetic Survey of Canada has been undertaken for practical purposes, viz.: the establishment of geographic positions for mapping, and for the present is confined to the older and more thickly populated sections, without any regard to their suitability for primary triangulation. Much of this work in other countries is carried on solely for the purpose of adding to their scientific knowledge, and the localities for measuring arcs of meridians and parallels of latitude are chosen after duly considering the physical and atmospheric conditions to be encountered.

Although for the present the public utility of the work is dominant, it is hoped confidently that our survey may eventually be used to add to the knowledge of the 'figure and size of the earth' and that in this respect the scientific work of Canada may not remain behind that of other countries.

DESCRIPTION OF METHODS ADOPTED.

The triangulation by means of which a geodetic survey is spread over a country, is expanded through three, four, five and even six sided figures—from a base line the length of which is carried through the figures by means of the triangles into which they are subdivided. The computation consists of an equal distribution of station

errors and an apportionment of the remaining errors of closure of the triangles by means of an elaborate least square adjustment having for its object the determination of the most probable values of the measured angles. In this connection the following extract from 'Instructions' issued to observers is of interest.

EXTRACTS FROM INSTRUCTIONS ISSUED TO OBSERVERS.

'The most important geodetic observations are those determining the angles between the lines radiating from the station occupied. The skill, patience and constantly watchful care of an observer entrusted with this portion of the work count for their full value. Office computations of the most refined and exhaustive nature can only make the best possible use of the material in the records of observations sent in from the field; they cannot in any way compensate unskillful or indifferent observations, as errors introduced in this way are to a large extent local, especially when the observations are made under unfavourable local atmospheric conditions.'

The unfavourable atmospheric conditions referred to above are also dealt with in 'Instructions to observers' as follows:—

'Observations in connection with primary triangulation for determining geographic positions must not be made when unfavourable atmospheric conditions exist. When the tests outlined by these instructions show that they may be made with confidence, observers and their assistants are expected to continue their work to the limit of physical endurance, that is, to that stage when personal equation becomes a variable. A pencil of light many miles in length near the surface of the earth is subjected to local atmospheric influences which will cause deflections uncertain in magnitude and direction, and, owing to the diversity of conditions along the lines of sight radiating from a trigonometrical station, the amount and trend of these local disturbances are impossible to estimate. A careful study of the physical features along the lines of sight will enable the observer to reach fairly accurate conclusions as to where such deflections may be expected. The pencil of light in its passage from a distant heliotrope or lamp to the observer's telescope encounters atmosphere varying in temperature and density governed by adjacent hills, masses of timber or low lying cultivated levels. When the line of sight is from hilltop to hilltop high above the intervening country, the conditions are most favourable, but if a hill rises on one side of the line, lateral displacement must be expected especially if wind is blowing from the hill across the line. When there is wind blowing towards the hill, pointings may be made with confidence'.

'Day observations of primary directions are not desirable, but during the autumn months they may be made when conditions appear favourable. For your guidance in this respect and as a criterion at all times, you are instructed to proceed as follows:

'Direct your telescope to a distant heliotrope or lamp—preferably along the most unfavourable line—and observe carefully for not less than ten minutes, the action of the image. If the vibration is rapid and uncertain as to direction, but symmetrical in magnitude and covering a small area, careful bisections of this area may be made with confidence, but if you observe the image move slowly to one side and return with similar deliberation—even though the movement may appear uniform—your pointings would be of no value for primary work.'

Instructions embodying the principles governing the Geodetic Survey of Canada are in the hands of all observers. They are the measure of the standard of accuracy adopted, and their preparation has been influenced by a desire that the work should be as distinctly Canadian as possible. Extracts from these instructions are used for purposes of illustration, and also for the better understanding of this report.

DESCRIPTION OF METHODS ADOPTED—RESUMED.

Returning to the description of the form of the triangulation, the figures are so arranged that the computations of the sides may be made through at least two series of triangles. This is accomplished by central stations in the triangles as well as the

five and six sided figures. The diagonals of the quadrilaterals forming two triangles upon the same base are observed. The strength of the figures is measured by the relationship between the angles opposite the given and required sides of the triangles composing them.

Assuming the probable error of an angle to be one second of arc, the uncertainty in length caused by that error, as indicated in the sixth decimal place of the logarithmic sines of the angles used in the computation, may be conveniently tabulated for use in the field. In Canada we have secured the best possible figures on the ground to be covered, always having in view the public utility of the survey, as measured by the number of geographical positions determined. The physical features of Canada are not suitable for the formation of geodetic figures upon rigid mathematical principles, but up to the present no difficulty has been experienced, probably owing to the thoroughness of the reconnaissance survey.

The field parties employed during the season of 1907 were as follows :

One Signal Building Party, consisting of a foreman, assistant foreman and five men to build signal towers.

One Observing Party, consisting of one observer, one recorder, one cook and eight light-keepers, to observe the angles of the triangles.

Two Levelling Parties, of one observer, one cook and four men each.

In addition to the above, two assistants were employed on reconnaissance for the purpose of extending the triangulation southwesterly towards Toronto.

SIGNAL TOWERS.

The erection of the high towers at the angular points to overcome the timber is most tedious and laborious. The plan adopted for these structures is a modification of one designed by Sergeant Beaton of the Royal Engineers of England (See Col. Clarke's Geodesy, page 181). The towers of the present day are of much smaller timber, but, owing to the stresses introduced and the general form of construction, are more rigid than the older and more expensive structures. They consist of a tripod upon which the theodolite is mounted and a scaffold insulating the observer's weight from the instrument.

The main objections to high tripods are their unsteadiness in wind and liability to torsion caused by unequal heating of the members during the day, followed by cooling at night. The former has been largely overcome by use of sway braces to stop vibration set up by the diagonals, and the latter by using dry timber throughout, the lumber being cut and stored at a central point a year ahead of the construction party.

The building party of 1907 made good progress and at the end of that summer all the towers between a line joining Covey Hill and Montreal—to the east—and Pakenham and Edwardsburg to the west, (see map accompanying this report)—were completed. Six towers were also built for the purpose of extending the United States Lake Survey from Lake Erie across the Niagara escarpment and Lake Ontario to Toronto, for the purpose of establishing geographical positions for maps under preparation by the Department of Militia and Defence.

The manner of erecting these towers is fully illustrated by plates from photographs taken at the different stages. This system is used for towers as high as eighty seven feet. The sections above that height are raised from the ground by block and tackle. The highest tower erected to date is one hundred and two feet from the ground to the lamp stand. Towers of this height are at Maxville, Westport, Binbrook and Grand River. The largest timber in their bottom sections is seven by seven—the central sections six by six and the top sections five by five inches. They are apparently as rigid as the lower towers and perfectly satisfactory in every way.

Nothing larger than six by six inches is used in the towers eighty-seven feet high. The following is a table of the number of feet, board measure, in the different heights of towers.

102	foot	tower	6,200	feet	board	measure.
87	"	"	4,600	"	"	"
77	"	"	4,200	"	"	"
67	"	"	3,300	"	"	"
47	"	"	2,200	"	"	"

THE OBSERVING PARTY.

During the season of 1907 a twelve-inch Troughton and Simms Theodolite with two micrometers reading to single seconds was used for measuring the angles (see plates 8 and 9), and what is known as the direction method was adopted. The routine is as follows. The most prominent station visible from the observer's tower is chosen to be used as an initial. The telescope is pointed on this station and then on all the other stations in rotation around the horizon clockwise, until the station preceding the initial is reached. The instrument is reversed upon this station and pointings made in the reverse order back to the initial. The micrometers are read forward and backward in conjunction with each pointing. Assuming that twisting—or torsion —of the high tripods is regular and the pointings made at equal intervals of time, the mean of the pointings will be free from any error from this source.

A determination of the angles at a station consists of sixteen pairs of pointings upon each signal. The zero on the azimuth circle for the pointings upon the initial is moved eleven degrees or thereabouts at the beginning of each set. The pointings in the day time are made upon heliotropes, and at night upon eight-inch acetylene reflectors in charge of men trained for that purpose. The observer instructs the light-keepers by means of the Morse alphabet and a pre-arranged code of signals.

The determination of the direction of each line involves thirty-two telescope, and one hundred and twenty-eight micrometer pointings. Special precautions have been taken to avoid errors in the micrometer pointings caused by imperfect filling of the graduations. In this connection the following is an extract from the "Instructions to Observers."

"The illumination of the graduations on the azimuth circle must be sufficient to counteract side reflections. You are directed to use artificial light at all times, and to arrange the reflector so that the electric hand lamp may be held parallel to the graduations and the light reflected therein so as to illuminate both its edges equally. The reflectors are to be adjusted in position before commencing work and must not on any account be moved during the progress of an evening's pointings."

Owing to the prevalence of high timber on the ridges in Ontario, the lines of sight invariably pass close to the tree tops, so that the atmospheric conditions are extremely unfavourable for geodetic work.

PRECISE LEVELS.

Two precise level parties were employed during 1907. The lines levelled followed the main line of the Canadian Pacific railway from Sherbrooke to St. Johns with branch lines along the Grand Trunk railway from Lennoxville and St. Johns; on the Canadian Pacific railway from Foster, and the Central Vermont railway from Farnham; south to the International boundary and also along the Grand Trunk railway from Lacolle Junction to Coteau Junction. The methods adopted are similar to those of the United States Coast and Geodetic Survey, and are without any special features of interest. The permanent bench marks are copper bolts in the masonry of the culverts and bridges of the railway. They will be described in our next report, which will contain the results obtained during 1907 and 1908. The progress of the work has been hampered by the insufficiency of the optical parts of the instruments in use, necessitating

short sights in order to obtain perfect definition. The limit of error allowed is $0'{\cdot}017\ \sqrt{M}$, "M" being the distance in miles. New instruments have been ordered from Messrs. Cooke & Sons, York, England. Much delay in their manufacture has been caused by the specification requiring the use of an alloy of thirty-six parts nickel and sixty-four parts iron for the telescope tubes and base castings, and an alloy of like proportions of nickel and steel—called invar—for the more important parts such as level tubes and mounts, the telescope draw tubes and the diaphragms carrying the reticules and their adjusting screws. The new instruments will be in use shortly and owing to the increased optical efficiency more rapid progress will be made, since speed in levelling is regulated largely by the length of the sights.

During the winter of 1907 and 1908 reconnaissance surveys were carried on in Western Ontario, Central Ontario and in the Province of Quebec. A progress map is submitted showing the work accomplished to date. The solid lines join the towers which have been occupied by the observing parties, the dash and dot lines the towers built but not occupied, and the dotted lines the points selected for towers to be built this season. These latter points are, of course, subject to revision as the work progresses.

A much more comprehensive and extensive scale of operations has been inaugurated for the present season of 1908. Two observing parties are in the field extending the observations both east and west; an examination of the map will show the work accomplished to date—indicated by the solid lines. This season has been extremely unfavourable for observing. The prevailing low barometer allows the smoke of the cities to spread out over the surface, effectually preventing the use of instruments on the longer lines of the triangulation.

The instructions for 1908 require the observers to close the circle, that is, to reverse on the initial station instead of on the next preceding one. This enables them to form a more accurate estimate of their work as they proceed. It also discloses any twisting of the tripods. As far as the results up to the present are concerned there is no indication of torsion, the closing of the circle upon the initial seldom being more than two tenths of a second more or less than 360°.

The permanent station marks in earth are as follows:—An underground mark consisting of a six-inch glazed sewer tile, twenty-four inches long, on end, flange down, in an excavation two feet square and six feet deep is placed under the instrument point. This pipe and the surounding space is filled with concrete up to the top of the pipe and a copper bolt six inches long and three-sixteenths of an inch in diameter, dull pointed at top, placed therein, centered under the instrument point. Over this and separated from it by a layer of sand, six inches thick, a surface mark of the same nature is embedded in earth instead of concrete. The top of this latter mark is eighteen inches below the surface. In addition to the underground marks an artificial stone monument is erected, usually upon the nearest limit between township lots. Upon the base of this monument a copper plate will be placed showing the latitude and longitude of the monument. The azimuth and distance from the station mark to the monument will be published as part of the description of the station.

On mountain tops, or where solid rock occurs, the geodetic point is marked by a round copper bolt, three quarters of an inch in diameter, "fox-wedged" and leaded in the rock, surrounded by an equilateral triangle with eight inch sides, cut with a chisel.

The top of the bolt is stamped with the official die of the Geodetic Survey of Canada as follows:—

Three other copper bolts the same size, at the points of arrows indicating by their direction the central point, are placed around the station as reference marks.

Signal building is also progressing more rapidly this season. Two parties—in all eleven men—are at work in Central Ontario making rapid and satisfactory progress, and it is confidently expected that all the towers included in the triangulation outlined on the map herewith will be completed by November 15. A small party of three men are preparing the stations east of the line joining Montreal and Covey Hill. Their work at the primary stations consists of placing the copper bolts, building lamp stands and preparing three concrete foot blocks for the legs of the tripod of the twelve-inch instrument to rest upon. At some of the stations it may be necessary to build towers. One of the party has been trained in that branch of the work and with the aid of two additional men, hired temporarily, they can build a tower any height required. The officer in charge of the party in the mountainous districts has been instructed to avoid tower building as much as possible, as it is more economical to clear away the timber.

In addition to the preparation of the primary stations, this party is putting in a number of secondary stations at points previously occupied by officials of the Department of Militia and Defence. Their connection with the primary stations, as well as their usefulness for defining the positions of church spires, factory chimneys or other prominent objects of a semi-permanent nature are deemed of importance. No towers are built over secondary stations, and the ordinary tripod signal for day observing is erected instead of a lamp stand for night work. This party is also entrusted with revision of reconnaissance.

PRECISE LEVELS—RESUMED.

During 1908 two levelling parties are in the field, one extending the levels from Sherbrooke along the line of the Canadian Pacific railway to the International boundary, and the other along the Grand Trunk from Coteau to St. Polycarpe Junction, thence along the Canadian Pacific railway via Kemptville Junction to Prescott, thence westerly along the main line of the Grand Trunk railway. They are making good progress but their efficiency will be much greater when they are supplied with the new English levels referred to. We are indebted to the Boston and Maine, Grand Trunk and Canadian Pacific railways for permission to use hand cars on their roads.

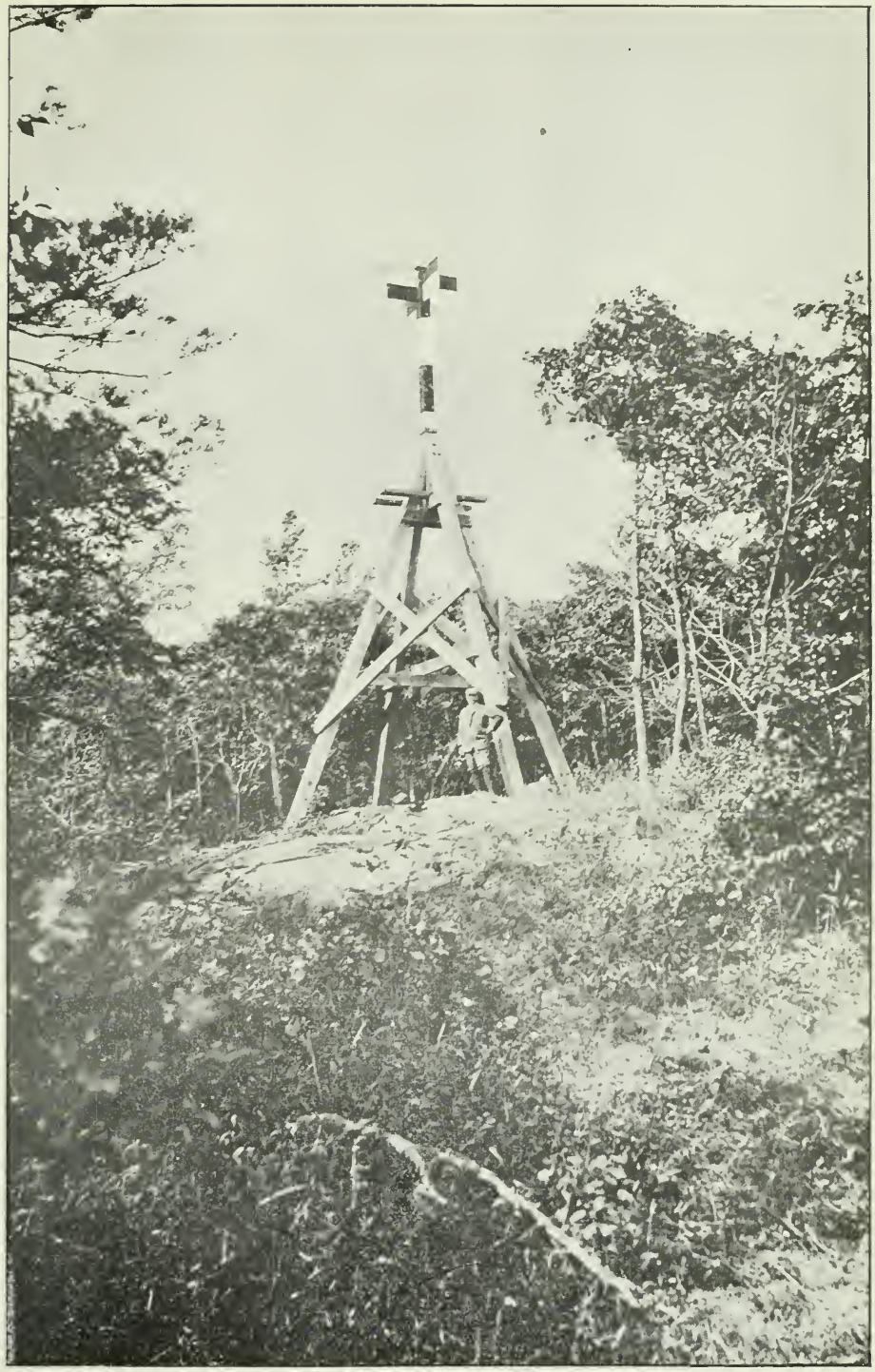
BASE LINES.

A base line has been selected at Coteau Junction. It follows the centre line of the right-of-way of the Grand Trunk railway's main line. Its length is about eight miles and its northeasterly extremity is about two miles east of Coteau Junction and the southwesterly terminus, a short distance west of River Beaudette station. The measurement of the base has been deferred until the completion of the standardizing building at the Observatory, in order that the iced bar apparatus may be used therein. Invar tape lines fifty metres long will be used for the field work, and their length referred to a comparator measured by the iced bar apparatus in the standardizing building. 'Invar,' the new alloy of sixty-four parts of steel and thirty-six parts of nickel, is a great boon to geodetic work. Its temperature co-efficient is so small that it may be used without the uncertainty of results due to the difficulty of ascertaining the mean temperature of the sections of a long ribbon of steel. Base lines from which geodetic triangulations are expanded, are now, owing to the increased facilities for their measurements, introduced at more frequent intervals, preferably at the junction of comparatively weak figures with those of great strength. For the purpose of our work in Canada it is considered better practice to select the sites for the base lines after the observing towers for the main figures are built, so that the expansion may be as direct and perfect as can be secured throughout the system. The absolute length

of a base line is, in the opinion of the writer, of minor importance when compared with the strength of the geometrical figures through which this measurement is carried and with the determination of their angles; an error in the length of a base line produces no distortion. Every possible precaution is exercised in the field and the 'Instructions to Observers,' are intended to be exhaustive in this respect. As the measurement of angles progresses, the positions of church spires, brick factory chimneys or other structures of a semi-permanent nature are determined with sufficient precision for geographical purposes. Zenith distances are measured to the tops of towers in order that their relative elevations may be known. Precise level lines will be connected with the towers at convenient points in order that with the aid of the zenith distances measured, the height of the geodetic stations above the level of the sea may be computed.

In conclusion, I desire to acknowledge the zeal and faithfulness of my staff of assistants. Those who have been entrusted with the control of the different branches of the survey have displayed an amount of pride in their work, certain to secure the very best results. The Geodetic Survey of Canada is in every sense a national undertaking and it is our aim to make the work a credit to our country.

C. A. BIGGER.



145—7

Fig. 1—Signal on King Mountain.

Fig. 2—Observing Tower, eighty-seven feet high, near Bowesville.

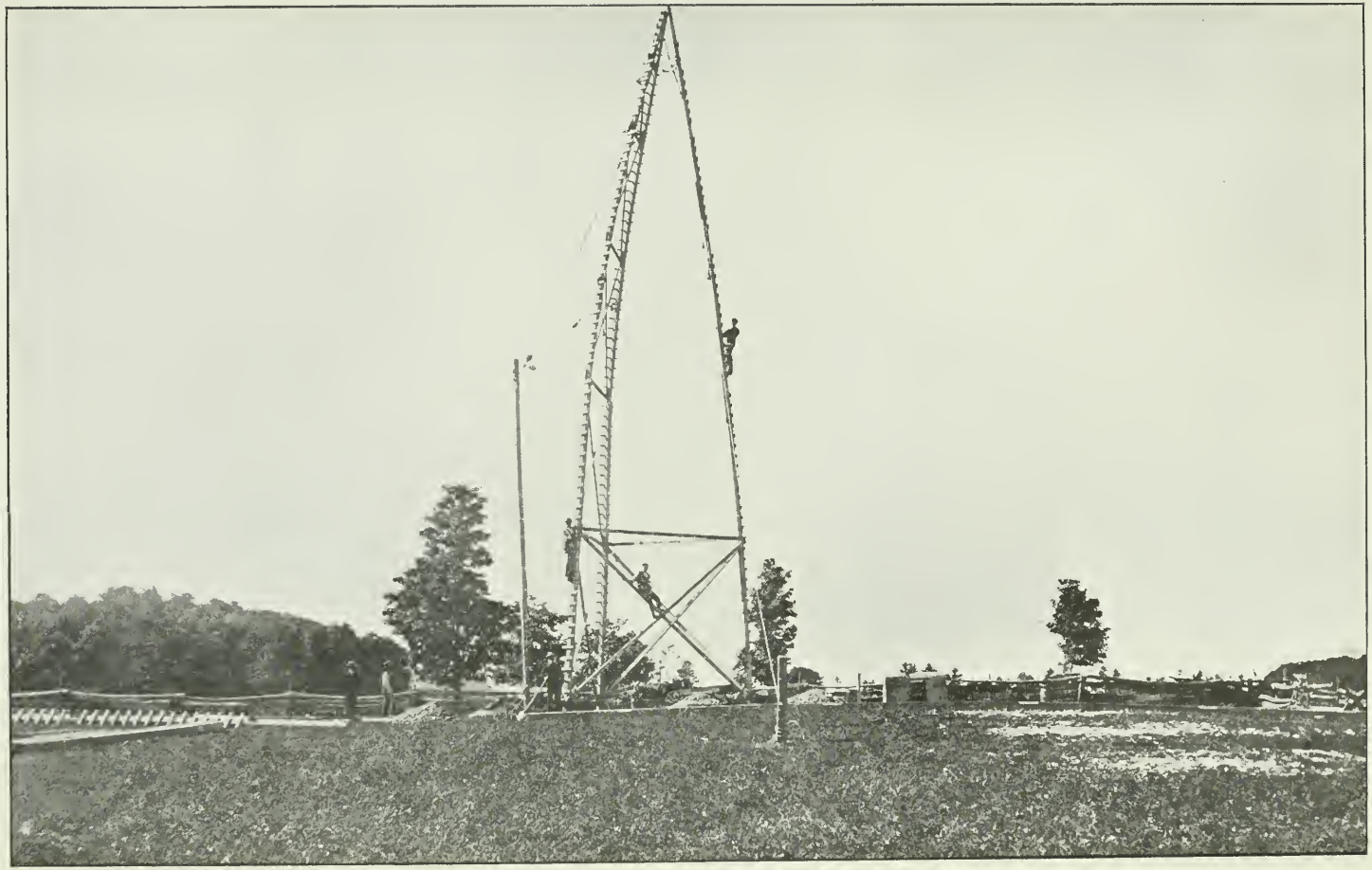


FIG. 3—Manner of erecting eighty-foot tripods.

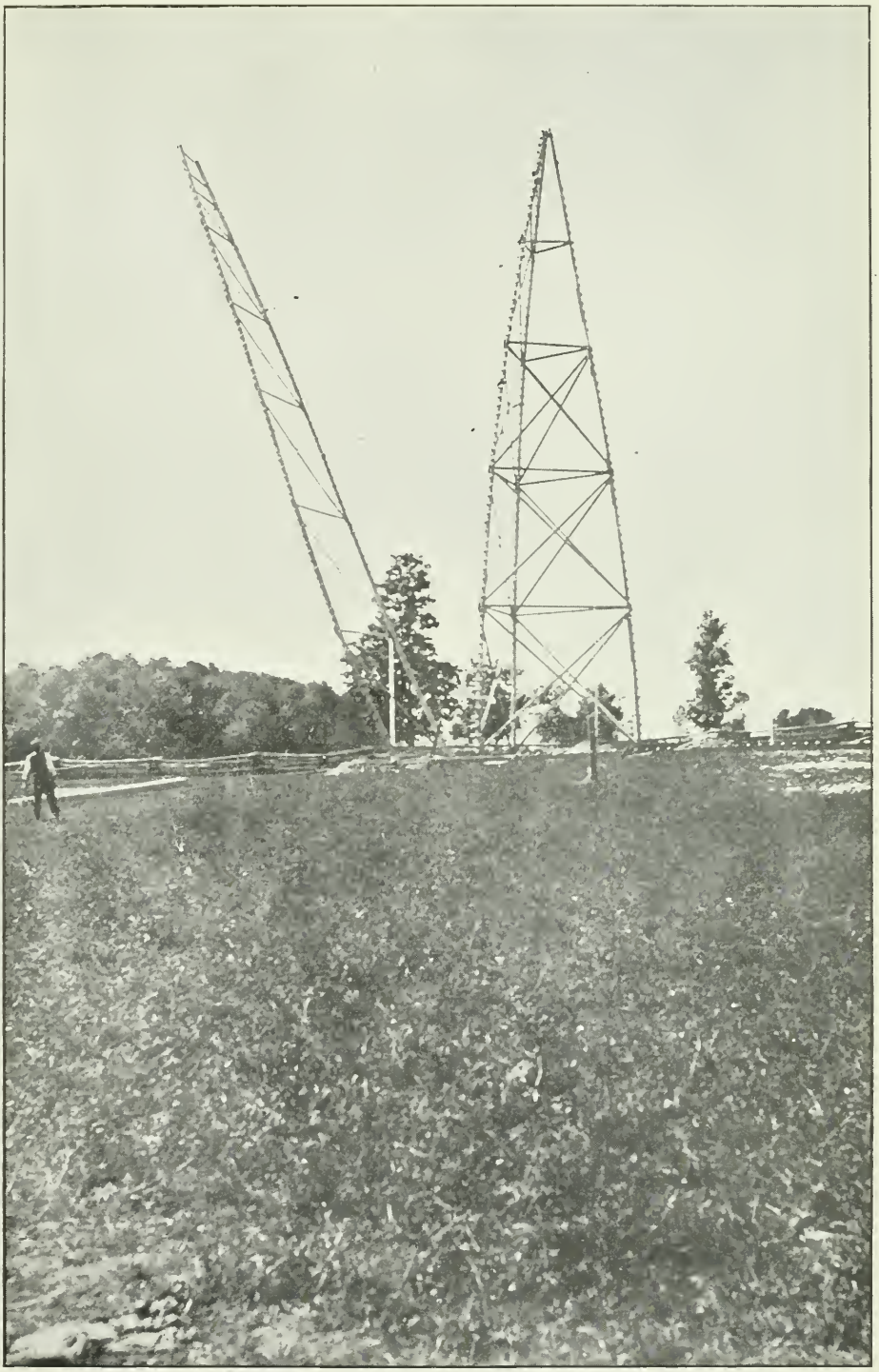


FIG. 4—Using tripod as a derrick to raise first side of scaffold.

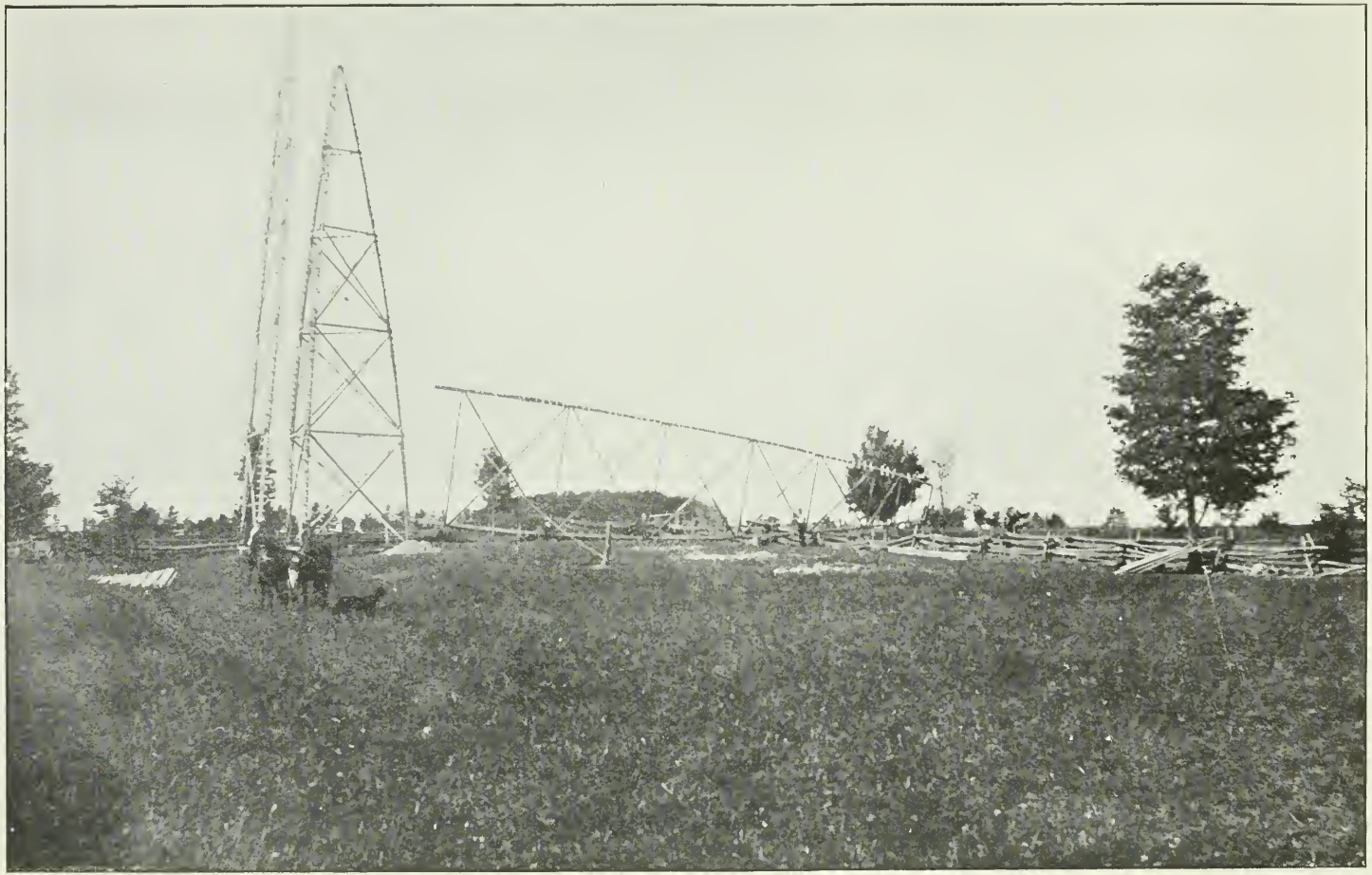


Fig. 5—Turning side of scaffold on the ground before raising.

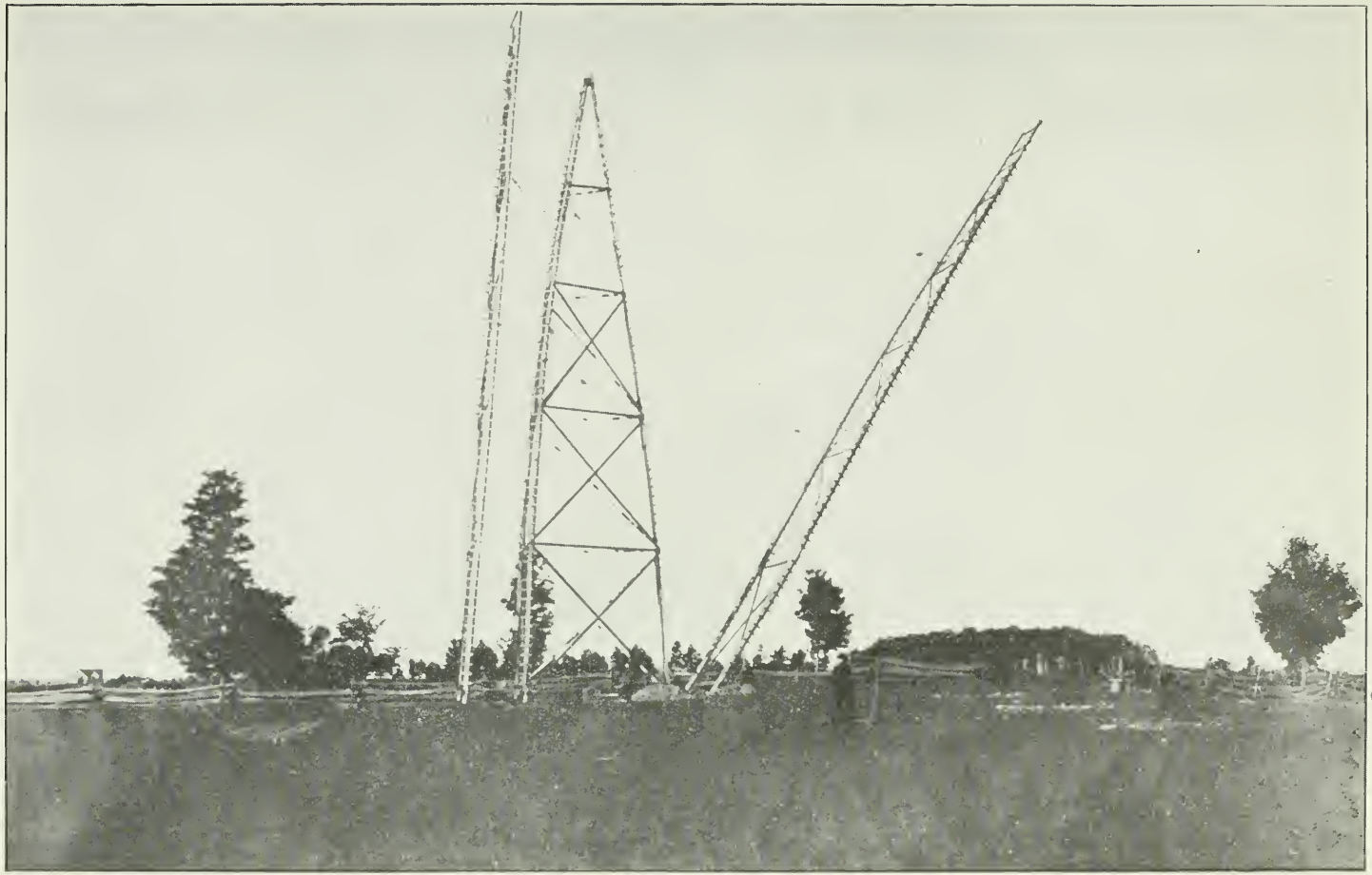


FIG. 6—Raising second side of scaffold.

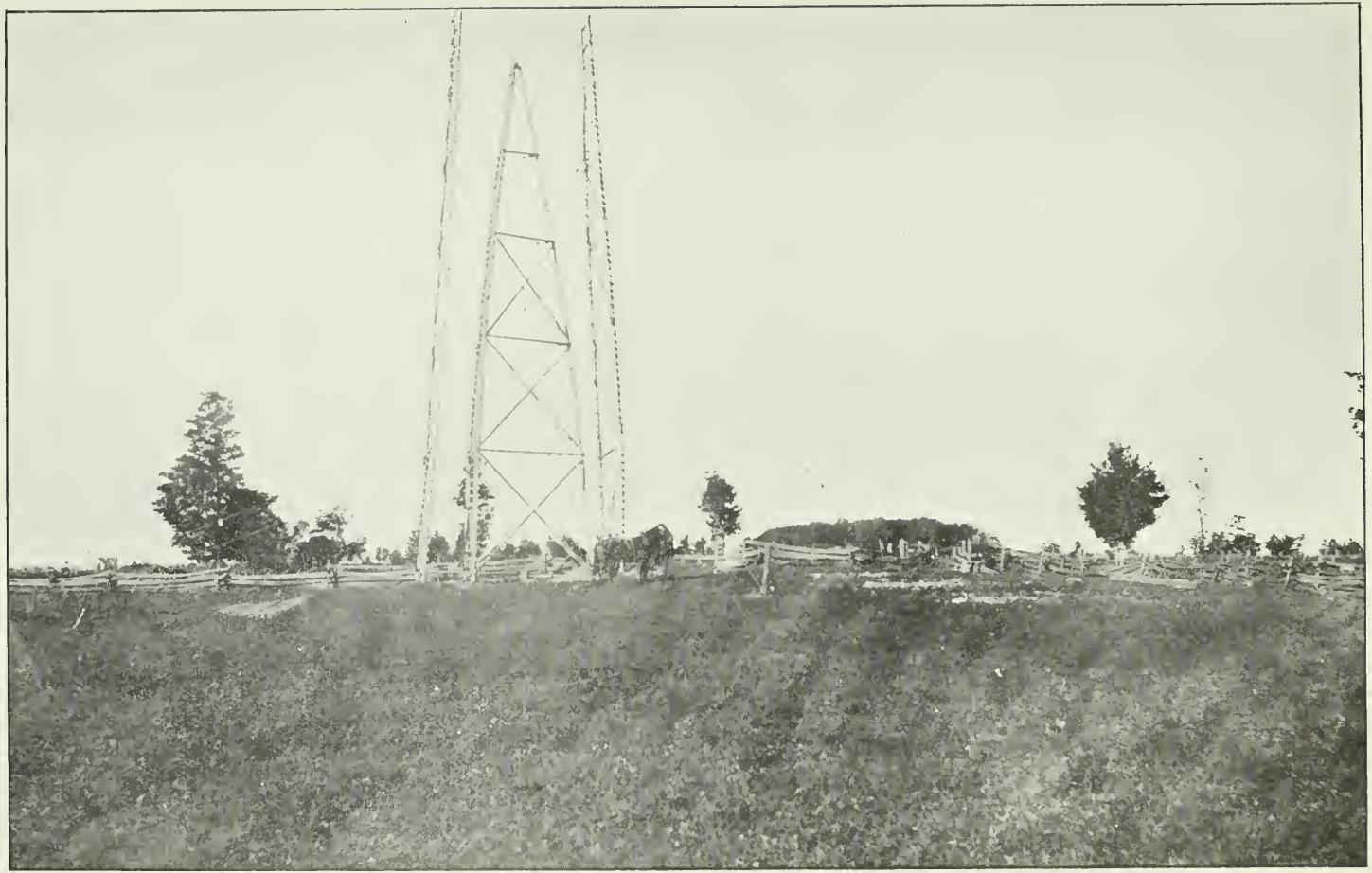


FIG. 7—Both sides of scaffold in place ready for spiking on ties and diagonals to complete the tower.

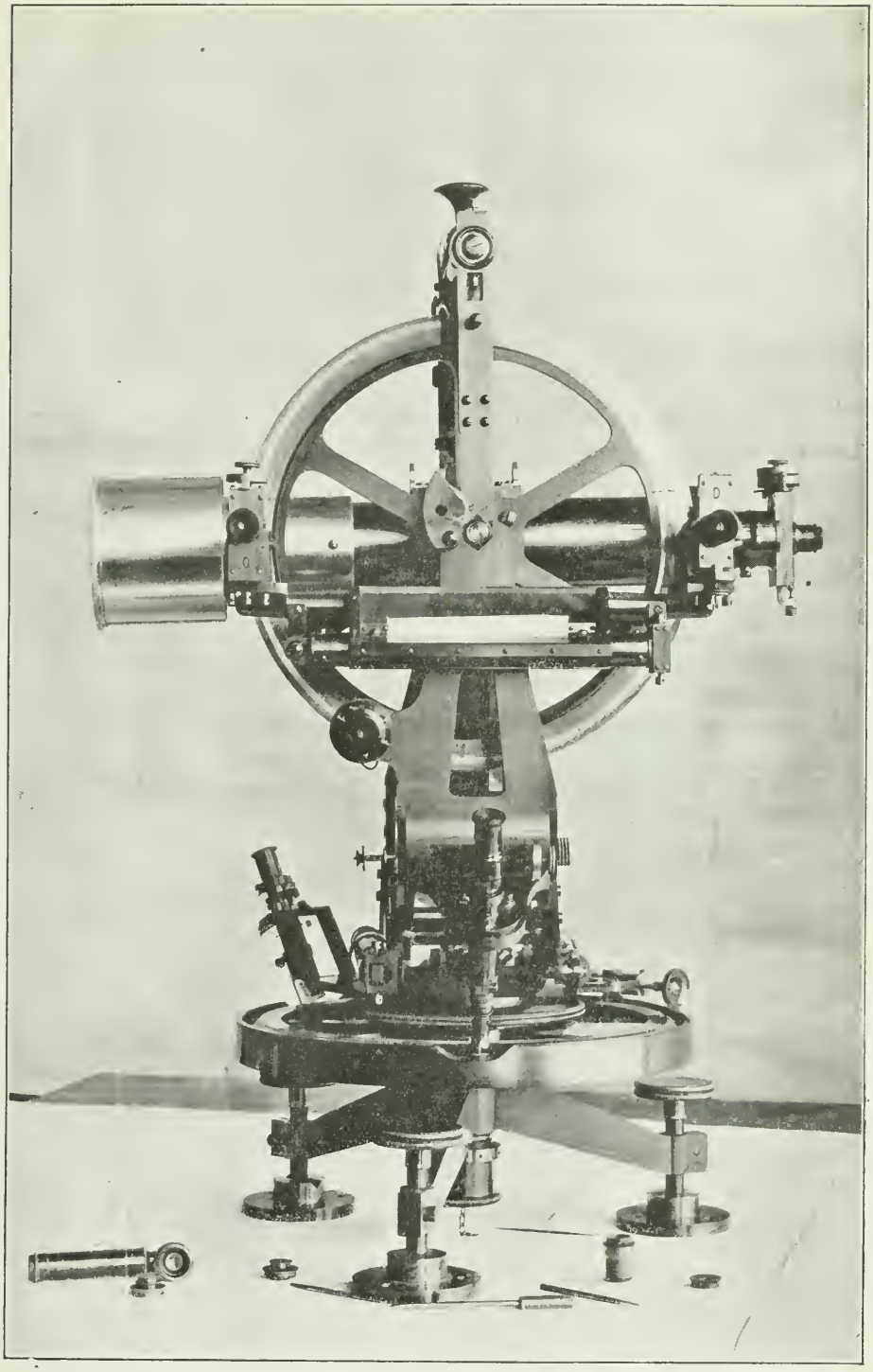


Fig. 8.—Side view of 12-inch Alt-azimuth Theodolite used for measuring horizontal and vertical angles.

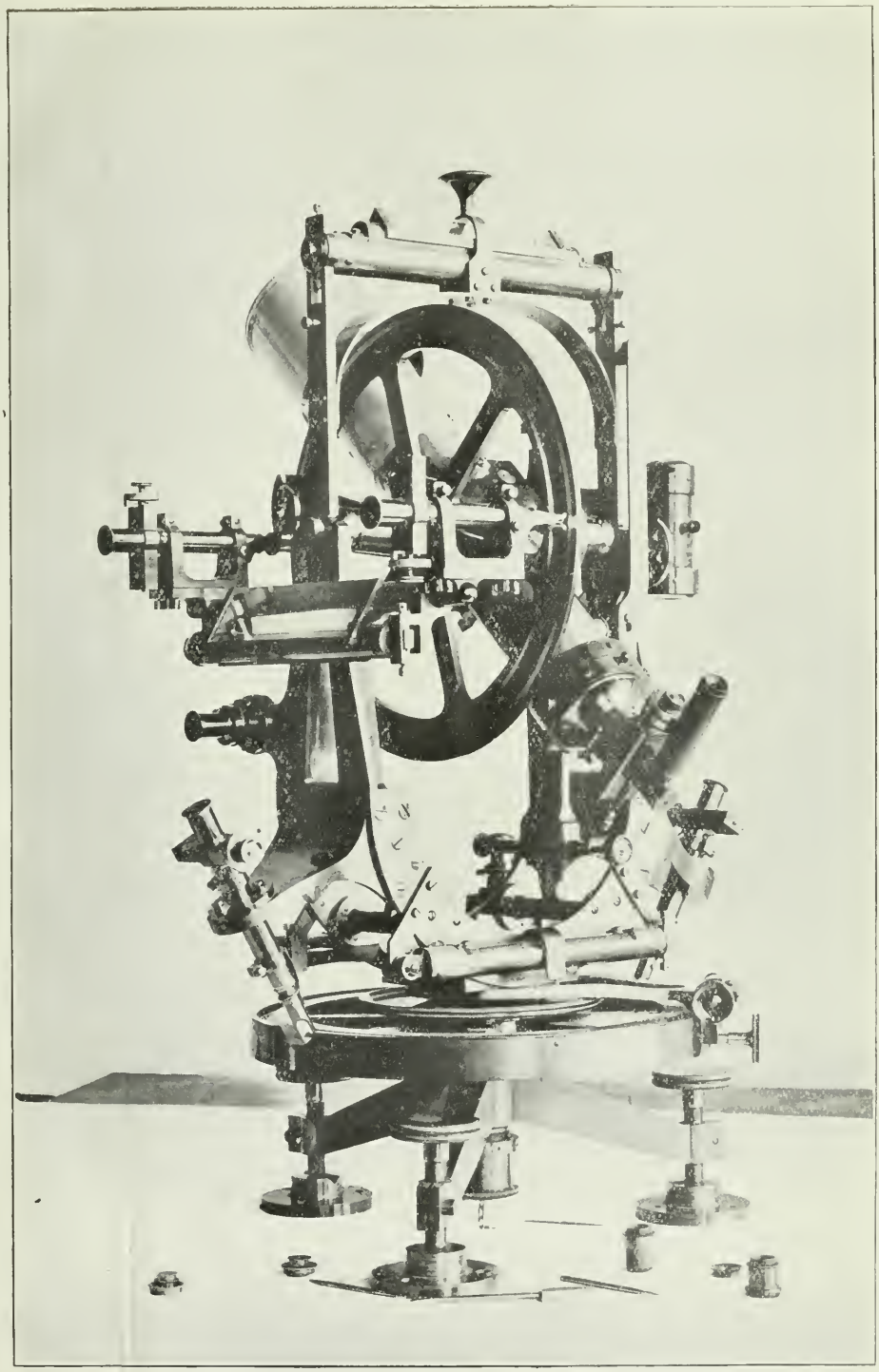


Fig. 9.—Half side view showing attachments of 12-inch Alt-azimuth Theodolite.

GULF
OF
ST LAWRENCE
PRINCE EDWARD
ISLAND
CAPE
BRETON
ISLAND
NEW
BRUNSWICK
NOVA SCOTIA
ONTARIO
QUEBEC
MAINE
NEW YORK
LAKE ONTARIO
LAKE ERIE
Department of the Interior
PROGRESS MAP
OF THE
GEODETIC SURVEY OF CANADA
Lines connecting towers that have been occupied by Observing Party
Lines connecting towers built but not occupied
Lines indicating proposed figures subject to revision

SUPPLEMENTARY RETURN.

(145a.)

SUPPLEMENTARY RETURN TO AN ADDRESS OF THE HOUSE OF COMMONS, dated 22nd March, 1909, for a copy of all correspondence, reports, documents, Orders-in-Council in the possession of the Government relating to the establishment of a Geodetic Service Bureau, and the commencement of a geodetic survey in Canada.

CHAS. MURPHY,
Secretary of State.

Brigadier Gen. Lake to Colonel Reade, Commandant, Royal Military College.

OTTAWA, April 13, 1905.

COLONEL R. H. N. READE,
Commandant,
Royal Military College,
Kingston, Ontario.

MY DEAR READE,—The Astronomer's Branch of the Department of the Interior here are about to establish a station at Kingston, Ontario, for primary triangulation, &c., for use in connection with military map making, and the department will be glad if you will co-operate and do anything you may be able to assist in the work of selecting a site and fixing the station.

Should you have any suggestions to offer, I should be pleased to have them, and will communicate with the Dominion Astronomer after hearing from you.

They want to place the station within your grounds. As they are doing the work for our benefit, please assist as far as you can.

P. LAKE.

Brigadier Gen. Lake to the Minister of Militia and Defence, 14th April, 1905. see page 20, Sessional Paper No. 145.

Acting Deputy Minister of Militia and Defence to the Deputy Minister of the Interior, 15th April, 1905, see page 19, Sessional Paper No. 145.

Brigadier General Lake to the Acting Deputy Minister of Militia and Defence.

HEADQUARTERS, OTTAWA, April 15, 1905.

The Deputy Minister,
Militia and Defence.

As this was a matter of some urgency, I wrote the Commandant, R.M.C., direct, as per copy attached.

In order to assist our military surveys of the country between Ottawa and the St. Lawrence now in progress, the Chief Astronomer had undertaken the establishment astronomically at Kingston of a fixed base, and was sending down his assistants at

once to select the site. It was a matter of urgency to let Colonel Reade know what was proposed and so I wrote to him direct. I trust you will approve of my action.

P. LAKE.

Approved,

E. F. JARVIS,
Acting Deputy Minister of Militia and Defence.

Acting Deputy Minister of the Interior to the Acting Deputy Minister of Militia and Defence.

DEPARTMENT OF THE INTERIOR, OTTAWA, April 20, 1905.

E. F. JARVIS, ESQ.,
Acting Deputy Minister,
Department of Militia and Defence, Ottawa.

DEAR SIR,—I am in receipt of your letter of the 15th instant, inclosing a copy of a memorandum which has been submitted to Sir Frederick Borden by the Chief of the General Staff, with regard to the question of having a map of Canada prepared which would show the topographical features of the country.

In reply, I beg to state that the matter will receive careful consideration.

Yours truly

T. G. ROTHWELL,
Acting Deputy Minister.

Colonel Reade to Brigadier General Lake.

THE ROYAL MILITARY COLLEGE OF CANADA, KINGSTON, April 22, 1905.

My Dear General LAKE,—We will do anything we can to assist the Astronomer in fixing points for his triangulation; and, if the points are in our grounds, we will see that they are not interfered with. I have asked our Surveying Professor about it, but, as yet, he has no suggestion to make.

Yours sincerely,

R. READE.

Assistant Director of Intelligence to the Dominion Geographer.

OTTAWA, November 25, 1905.

JAMES WHITE, Esq., F.R.G.S.,
Geographer, Dept. of the Interior,
Ottawa, Ont.

SIR,—I am directed by Major-General Lake, Chief of the General Staff, to send you, herewith, copies of the letters referred to by him in conversation with you the other day.

He will be very much obliged if you have any suggestions to make if you will kindly send them to him as soon as convenient.

A. CLYDE CALDWELL, *Captain.*
Assistant Director of Intelligence.

Dominion Geographer to Brigadier General Lake.

DEPARTMENT OF THE INTERIOR,

OTTAWA, December 16, 1905.

Brigadier-General LAKE,
Chief of General Staff,
Dept. of Militia and Defence.

SIR,—I beg to acknowledge the receipt of Captain Caldwell's communication of the 25th ultimo, inclosing copies of memorandum respecting the inauguration and carrying out of a primary triangulation of the settled portions of Canada.

In reply, I beg to say that I delayed answering till I could see the Chief Astronomer, Dr. King, personally, but, owing to his absence from the city, was unable to see him until last Wednesday. He then informed me that during the past summer his assistants were engaged in erecting signals, &c., and that during next summer he proposed to triangulate the country between Ottawa and Montreal.

As he has since seen you and has, I understand, explained his plans, it is not necessary for me to go further into this matter.

I gather from what Dr. King has stated that he has got the work under way, and, if he can get a vote each year, he will carry it on as expeditiously as the amount voted will permit. He is commencing with a small vote and will, I trust, get it increased from time to time, till it reaches reasonable dimensions. He is thus avoiding the rock on which all previous projectors of geodetic surveys in Canada have come to grief, namely, attempting to commence work on too ambitious a scale.

If at any future time, there is anything that I can do that will further or facilitate the work, I shall be pleased to do it.

JAMES WHITE,
Geographer.

Assistant Director of Intelligence to the Dominion Geographer.

OTTAWA, December 18, 1905.

JAMES WHITE, Esq., F.R.G.S.,
Geographer, Dept. of the Interior,
Ottawa, Ont.

SIR,—I am directed by Major-General Lake, Chief of the General Staff, to acknowledge the receipt of your communication of the 16th instant, regarding a proposed triangulation survey, and to thank you for your kindness in offering to do anything to facilitate the work.

General Lake desires me to say, if there is anything in this branch which would be useful in any way to you, he would be pleased to let you make use of it.

A. CLYDE CALDWELL, *Captain.*
Assistant Director of Intelligence.

Surveyor General to the Deputy Minister of Militia and Defence.

DEPARTMENT OF THE INTERIOR,

OTTAWA, 20 Janvier, 1906.

Colonel L. F. PINAULT, C.M.G.,
Député-ministre de la Milice, Ottawa.

CHER COLONEL PINAULT,—Ci-inclus je vous transmets quelques notes au sujet du rapport sur le lever topographique du Canada. En raison de l'immense étendue du Canada, de ses forêts et du coût des communications dès qu'on s'éloigne des endroits

habités, on ne peut se guider sur l'expérience des autres nations. C'est une étude à faire; elle demande du temps et des recherches approfondies et le gouvernement ne pourrait mieux faire que de la confier à des experts convenablement choisis. Tant que cela n'aura pas été fait, il est impossible de décider quel est le projet, qui convient le mieux pour le pays et toute opinion qui pourrait être exprimée à ce sujet n'aurait qu'une valeur bien restreinte.

E. DEVILLE.

Deputy Minister of Militia and Defence to the Deputy Minister of Railways and Canals.

OTTAWA, March 8, 1906.

M. J. BUTLER, ESQ., C. E.,
Deputy Minister of Railways and Canals,
Ottawa. Ont.

DEAR MR. BUTLER,—I inclose a copy of the report of Major-General Lake, Chief of the General Staff, on a topographic survey of Canada; also a copy of the remarks of Mr. Deville, Surveyor-General, thereon.

Very truly yours,

L. F. PINAULT.

Memorandum of Major-General Lake to the Minister of Militia and Defence on a topographic survey of Canada. *See page 21, Sessional Paper No. 145.*

NOTES ON THE MEMORANDUM RESPECTING A TOPOGRAPHIC SURVEY OF CANADA.

By Mr. DEVILLE, Surveyor-General.

1. The need of a good topographical survey of Canada has frequently been brought to the attention of the Government. The objects to be served and the advantages to be derived therefrom are fully set forth in the memorandum and will be concurred in by every one conversant with the subject. So far, the Government has taken no action to carry out the many suggestions made in that connection, the question of cost being the principal obstacle. This question and the kind of survey to be made must be carefully considered before committing the country to such a large expenditure.

2. Various estimates of cost have been made from time to time. The latest is Major Hills' for a survey of the habitable portion of Canada to be published on a scale of half a mile to the inch; he figures the cost at ten millions of dollars. For a map on a scale of one mile to the inch, he increases the cost to twenty-three millions. His allowances for salaries and expenses are, in general, too low for this country and it may safely be predicted that the actual cost will be considerably more than his estimate.

3. The kind of survey to be made is not described in the memorandum; it is proposed that this should be settled by an inter-departmental conference. The cost, as well as the usefulness of the survey, depending upon the scheme adopted, it seems necessary that this should be settled in order that the Government may be able to come to a decision. In Major Hills' scheme for a map on the half-inch scale, a topographer working alone, without even a labourer to help, is supposed to survey three square miles every week day for nine months in the year; this represents about four and a half square miles per working day. The amount of topographical information collected by such a survey would be very small and the usefulness of the map very limited. On the other hand, a proper topographic survey with actual levelling and contouring would be very expensive. Should a cheap survey be made covering the

whole habitable portion of the Dominion, or is it preferable to map only the most populated parts of the Dominion, and to make the survey in such a way that it will not have to be made over again? These are important questions which cannot be decided off hand and which require expert consideration. The conditions in Canada are unique; its extent is enormous and most of it is wooded. It is, therefore, impossible in a matter of surveys to be guided by the experience of other countries.

4. It is proposed in the memorandum to assemble an inter-departmental conference presided over by some unbiassed experts to formulate a scheme in accordance with the views of all concerned and report on the best method of forming a Central Topographical Survey Department to undertake the mapping of the whole country.

Such report is necessary before the matter can be taken up by the Government; the assembling of an inter-departmental conference is a cheap method, but, perhaps, not the best of obtaining this report. The subject has been for several years under consideration by the Royal Society of Canada. They recognize that the question is a most complex one and do not attempt to say what should be done; they merely ask that a thorough investigation should be made before committing the country to any definite scheme and they proposed the appointment of a Commission to inquire into the subject, collect evidence and data, and submit a practical scheme. If the subject, involving as it does the expenditure of many millions of dollars, is worth investigating, it is surely worth employing a special commission for the purpose even though it may cost a little more than an inter-departmental conference.

Deputy Minister of Railways and Canals to the Deputy Minister of Militia and Defence.

DEPARTMENT OF RAILWAYS AND CANALS.

OTTAWA, ONT., March 9, 1906.

Lt.-Col. L. F. PINAULT,
Deputy Minister of Militia and Defence,
Ottawa.

MY DEAR COLONEL PINAULT,—I am very much obliged to you for your kind favour of the 8th instant, inclosing copy of Major-General Lake's remarks on a topographical survey of Canada; and am frank in saying that I am in hearty accord with the suggestion which he makes. The Can. Soc. of Civil Engineers are about to make a request of the Honourable the Premier that he accord them an interview to consider the matter; and may I hope that, when the occasion arises, you will be able to give us the benefit of your assistance, on that occasion.

Yours faithfully,

M. J. BUTLER.

Deputy Minister of Militia and Defence to the Director of the Geological Survey Department.

OTTAWA, March 10, 1906.

ROBERT BELL, Esq., M.D., LL.D., &c.,
Director of Geological Survey Department,
Ottawa, Ont.

DEAR DOCTOR,—I inclose a copy of the report of Major-General Lake, chief of the general staff, on a topographic survey of Canada; also a copy of the remarks of Mr. Deville, Surveyor-General, thereon. .

Very truly yours,

L. F. PINAULT.

Director of the Geological Survey Department to the Deputy Minister of Militia and Defence.

GEOLOGICAL SURVEY OF CANADA,

OTTAWA, March 12, 1906.

Colonel L. F. PINAULT, C.M.G.,
Deputy Minister of Militia,
Ottawa.

DEAR COLONEL PINAULT,—I have just received your favour of the 10th instant, inclosing copy of Major-General Lake's report on the topographical survey of Canada and of the remarks thereon of Surveyor-General Deville. I beg to thank you for this document, which is of the greatest interest to me in connection with our own topographical and geological work.

ROBERT BELL.

Memorial of the Council of the Canadian Society of Civil Engineers to the Right Hon. Sir Wilfrid Laurier, 2nd April, 1906, see page 30, Sessional Paper No. 145.

Maj. Gen. Lake to the Minister of Militia and Defence.

APRIL 20, 1906.

The Honourable the Minister of
Militia and Defence.

GEODETIC SURVEY OF CANADA.

I am in cordial agreement with the proposal made by the Canadian Society of Civil Engineers, in the memorandum from the Council of the Society inclosed herein, dated 2nd April, 1906. The object of that memorandum is to advocate what, as you are aware, I have more than once recommended for your consideration, viz., the co-ordination of the work of the existing survey branches of different government departments, with the view to the inauguration of a general survey for Canada.

Upon one point only am I not in complete accord with the council of the society. in the last paragraph but one of their memorandum, they deprecate entering at once on the expenditure that would be necessitated by the establishment of a Geodetic Survey for Canada, although they admit one will have to be inaugurated in the near future. They argue that such a geodetic survey is one that should 'grow out of' rather than 'be superimposed upon' existing conditions. It may be that the council attach to the expression 'a Geodetic Survey' a different meaning to mine, but, as I understand it, the most valuable feature of a 'geodetic' survey from a practical point of view is that it furnishes, in the shape of its triangulation, the framework upon which all other surveys are based. If this framework is, in the words of the council, to 'grow out of existing conditions,' I cannot but think that there is a risk not only of delay, but of wasted effort. The council admit that different government survey branches are working under different conditions, upon different methods, under varying projections, and without connection. I hardly see how their results are to be co-ordinated without the general framework furnished by a geodetic survey. And it would further appear to me that inasmuch as the different branches are necessarily basing their work upon imperfect data, to delay the commencement of the framework of triangulation upon which the accurate survey of the country must ultimately be based, is to condemn these departments for a greater or less period to work under conditions which forbid accuracy, and to waste a great portion of the good work of the skilled surveyors employed therein.

I, therefore, still strongly advocate the commencement of the preliminary triangulation of a geodetic survey at as early a date as is possible, assuming the necessary skilled observers to be available. I cannot doubt that these would be forthcoming.

Apart from this one point, however, I earnestly hope that you will see your way to support the proposal made in the last paragraph of the memorandum from the council of the society. The proposal contained in my memo. of January 8 contemplated the assembly of an inter-departmental conference mainly composed of the heads of existing government survey branches. I think it immaterial whether such a conference, or the small commission of experts advocated by the Canadian Society of Civil Engineers, be entrusted with the duty, but in any case existing survey branches should be fully represented on that commission, if co-ordination of the work upon which they are severally engaged is to be brought to a satisfactory conclusion.

P. LAKE,
Chief of the General Staff.

Would it not be well to submit this question to the Minister in Council, in order that a policy may be adopted so far as this department is concerned?

E. F. JARVIS,
For D.M., M. and D.

Major-General Lake to the Militia Council.

GEODETIC SURVEY OF CANADA.

May 11, 1906.

1. With a view to determining the future policy to be adopted by the Department of Militia and Defence, in connection with the preparation of a general survey of Canada, the Chief of the General Staff has the honour to submit the following remarks for the consideration of the Minister in Militia Council.

2. The Chief of the General Staff is in cordial agreement with the proposal contained in the accompanying memorandum by the Council of the Canadian Society of Civil Engineers, dated April 2, 1906; in fact he has already advocated on more than one occasion what the Council therein recommended, viz., the co-ordination of the work of the existing Survey Branches of different Government Departments, with a view to the inauguration of a Geodetic Survey of Canada.

3. Upon one point only is he not in complete accord with the Council of the Society. In the last paragraph but one of their memorandum, they deprecate entering at once on the expenditure that would be necessitated by the establishment of a Geodetic Survey, although they admit that one will have to be inaugurated in the near future. They argue that such a survey should 'grow out of' rather than be 'superimposed upon' existing conditions. It may be that the meaning which the Council attach to the expression 'a Geodetic Survey' has been misunderstood, but, if not, the most valuable portion of a 'Geodetic Survey' from a practical point of view is that it furnishes, in the shape of its triangulation, the accurate framework upon which all other surveys are based. If this framework is, in the words of the Council, to 'grow out of existing conditions,' there would surely be a risk not only of delay but of wasted effort.

4. The Council of the Society admit that different Government Survey Branches are working under different conditions, upon different methods, under varying projections, and without connection. It is difficult to understand how results are to be co-ordinated without the general framework furnished by a Geodetic Survey. And it would further appear that, inasmuch as the different Branches are necessarily basing their work upon imperfect data, to delay the commencement of the framework of triangulation upon which the accurate survey of the country must ultimately be based,

is to condemn these Departments for a greater or less period to work under conditions which forbid accuracy, and to waste a great portion of the good work of the skilled surveyors employed therein.

5. The Chief of the General Staff, therefore, still strongly advocates the commencement of the preliminary triangulation of a geodetic survey at as early a date as is possible, assuming the necessary skilled observers to be available, about which he has but little doubt.

6. Apart from that one point, however, he earnestly hopes that the Minister in Militia Council will support the proposal made in the last paragraph of the memorandum under reference.

7. In his Minute, dated January 8, 1906, the Chief of the General Staff put forward a proposal that an Inter-departmental Committee, mainly composed of the heads of existing government survey branches, should be assembled at an early date. It is immaterial whether such a Committee, or the small commission of experts proposed by the Canadian Society of Civil Engineers, be entrusted with the duty, but, in either case, existing survey branches should be fully represented, if co-ordination of the work upon which they are severally engaged is to be brought to a satisfactory conclusion.

8. On this conference the mapping section of the headquarters Intelligence Department should undoubtedly be represented by an officer specially selected. It is too soon to discuss the share in the work of surveying which he should undertake that the Militia Department should carry out, but it may in general terms be stated that the Department should endeavour to co-operate in every way possible with the other departments interested, with the object of setting on foot a topographical survey as soon as possible. At the same time it should not be forgotten that it is essential for defence purposes that we should as soon as possible have a topographical map of those portions of the country (and particularly that adjoining the southern frontier) on which, under conceivable circumstances the Canadian forces might be called upon to concentrate in defence of the country. If the representative of the department on the commission was instructed to keep in constant communication with the Chief of the General Staff, it would be easy for the Minister at all times to control the extent to which this Department undertakes to work in co-operation with others.

9. He suggests that this memorandum be placed on record in the proceedings of Council as a statement of policy.

P. LAKE,
Chief of the General Staff.

Order in Council constituting the Committee on Surveys, approved on the 18th November, 1906, see page 42, Sessional Paper No. 145.

Major-General Lake to the Deputy Minister of Militia and Defence.

November 20, 1906.

The Deputy Minister,
Militia and Defence.

GEODETIC SURVEY OF CANADA.

The Minister's report to Privy Council, dated 19th July, 1906, on the subject of an Ordnance Survey for Canada has now been approved.

Put shortly, the proposal approved by the Governor-General is that made in the concluding paragraph of the memorandum of the Canadian Society of Civil Engineers, dated 2nd April, 1906, as modified by the recommendations of the Minister.

The proposal, therefore, now approved by His Excellency, is that a small Committee of experts should be assembled, and authorized and instructed by the Dominion Government to obtain such information, both in Canada and abroad, as will enable it

to report upon a satisfactory scheme for the co-ordination of the various surveys now being conducted by the Dominion Government and the adoption of such methods as will ensure permanent records, both in the field and in the office;—these methods should be such as will naturally adapt themselves to the future establishment of a trigonometrical survey of the country;—and further that the committee be instructed to outline the best method of inaugurating a geodetic survey for Canada in accordance with the foregoing considerations.

That portion of the memorandum of the Society of Civil Engineers which was amended in accordance with the Minister's views is as follows:—

The Society recommend that a majority at least of the Committee should not be connected with existing survey departments.

The Minister's suggestion, as approved by His Excellency, lays down that the Committee should be composed as follows:—

Interior Department, 2 members.

Geological Survey, Marine and Fisheries, Railways and Canals, Public Works, and Militia Departments, 1 member each.

The Minister, also, suggested that one representative each from the scientific staff of Toronto and McGill Universities be added to the committee. This I understand from him was approved by the Privy Council.

The action now to be taken appears to me to be, to send copies of the approved report to the several departments concerned and to suggest to them the advisability of naming representatives as proposed in the report for the purpose of deciding upon the preliminary steps necessary to carry out the recommendations. I should imagine that the Department of the Interior should be the one to take action, but as the proposal emanated from this Department, I should be quite ready, should the other Departments think it desirable, that the meeting should be held in my room at any time convenient.

Probably the Minister should like me to represent the Department at the preliminary conference, though I incline to the opinion that for subsequent meetings it might be desirable to make Captain Anderson our official representative.

P. LAKE,
Chief of the General Staff.

Acting Deputy Minister of Militia and Defence to the Deputy Minister of Public Works.

OTTAWA, November 28, 1906.

The DEPUTY MINISTER,
Department of Public Works,
Ottawa.

SIR,—I am directed by the Honourable the Minister of Militia and Defence to invite your attention to a report of a Committee of the Privy Council, approved by His Excellency The Governor-General on the 13th November, 1906, on the subject of a Topographical and Geodetic Survey for the Dominion of Canada. A copy of this report is attached for convenience of reference.

It will be observed from this report that the proposals therein submitted by Sir F. Borden, after, it is understood, personal discussion with the Honourable Mr. Oliver, have been approved, and I am now to invite the co-operation of your Department in taking the further measures required. The first step necessary would appear to be that your Department should nominate representatives to act upon the Committee, which it is proposed in the last paragraph of the report to assemble. The Minister of Militia suggests that, as soon as all the various Departments concerned in survey operations have appointed their representatives, an informal meeting should take place at which these representatives should consider the procedure to be followed, and should make recommendations with a view to the nomination of gentlemen to represent McGill and Toronto Universities on the Committee.

The Minister further suggests that this preliminary meeting might, if you concur, take place in the office of Major-General Lake, Chief of the General Staff, at the Militia Department. Subsequent meetings of the Committee could be held wherever the members might find it most convenient.

You will no doubt agree with Sir F. Borden in considering that a meeting is desirable at as early a date as possible.

E. F. JARVIS,
Acting Deputy Minister, Militia and Defence.

Similar letter sent to;

Deputy Minister, Department of Railways and Canals.
" " " Marine and Fisheries.
" " " the Interior.
Director of the Geological Survey.

Director of the Geological Survey to the Acting Deputy Minister of Militia and Defence.

GEOLOGICAL SURVEY DEPARTMENT,

OTTAWA, November 30, 1906.

E. F. JARVIS, Esq.,
Acting Deputy Minister,
Dept. of Militia and Defence,
Ottawa.

DEAR MR. JARVIS,—I beg to acknowledge the receipt of your letter of the 28th inst., with copy of the Order-in-Council of the 13th Nov., 1906, relating to the appointment of a Committee on Government Surveys.

I am heartily in accord with the appointment of such a Committee and feel sure that the results of its deliberations will prove of great benefit to the survey branches of the Service.

I have, with the Minister's approval, the honour of appointing myself the member of the Committee from the Department of the Geological Survey.

I am quite in accord with the proposal of an early meeting of the Committee in the office of Major-General Lake, and shall await a notice from him.

Yours sincerely,

A. P. LOW.

Deputy Minister of Railways and Canals to the Acting Deputy Minister of Militia and Defence.

DEPARTMENT OF RAILWAYS AND CANALS.

OFFICE OF THE DEPUTY MINISTER AND CHIEF ENGINEER,
OTTAWA, ONT., Nov. 30, 1906.

E. F. JARVIS, Esq.,
Acting Deputy Minister,
Militia and Defence Dept.,
Ottawa.

SIR,—I have the honour to acknowledge the receipt of your letter of the 27th instant, transmitting a copy of report of the Privy Council, on the subject of the Topographical and Geodetic Survey of the Dominion of Canada. I shall be glad to meet the representatives of the other Departments at any time that may be named by the Convener, who I presume will be Major-General Lake.

Yours faithfully,

M. J. BUTLER.

SESSIONAL PAPER No. 145a

Deputy Minister of Marine and Fisheries to the Secretary, Militia Council.

OTTAWA, December 3, 1906.

The SECRETARY,
Militia Council,
Headquarters,
Ottawa.

SIR,—Referring to a letter of the Acting Deputy Minister of Militia and Defence, dated the 28th ultimo (No. C. 308), relative to a Topographical and Geodetic Survey for the Dominion of Canada, I have the honour to inform you that the Minister of Marine and Fisheries has been pleased to nominate Mr. W. J. Stewart, Chief Hydrographer of Canada, to act as the representative of his Department upon the proposed Committee on such survey work.

F. GOURDEAU,
Deputy Minister of Marine and Fisheries.

Deputy Minister of Public Works to the Acting Minister of Militia and Defence:

DEPARTMENT OF PUBLIC WORKS, OTTAWA, December 10, 1906.

The ACTING MINISTER
of Militia and Defence,
Ottawa.

SIR,—In reply to your letter of the 20th November, concerning the appointment of a departmental committee on the subject of Topographical and Geodetic Surveys for the Dominion of Canada, I beg to state that I am very thankful for the invitation conveyed to this Department, and will be glad to send a representative as soon as we are notified of the date at which the meeting will be held.

A. GOBEIL,
Deputy Minister.

Major General Lake to the Deputy Minister of Militia and Defence:

DEPARTMENT OF MILITIA AND DEFENCE,

December 13, 1906.

DEPUTY MINISTER,

I should like to send a reminder to the Department of the Interior. Letter, herewith, for signature, if approved.

P. LAKE,
C.G.S.

Acting Deputy Minister of Militia and Defence to the Deputy Minister of the Interior.

OTTAWA, December 13, 1906.

The DEPUTY MINISTER,
Department of Interior.
Ottawa.

SIR,—May I venture to ask the favour of a reply at your earliest convenience to my letter of 28th ultimo on the subject of a Topographical and Geodetic Survey for the Dominion of Canada?

The question of providing in the Estimates for the survey work to be carried on by this Department next summer is shortly coming up for consideration, and it would

be, a great advantage if the Conference of representatives of the various Survey Departments, to which reference is made in my letter under reply, could take place before the matter is considered.

E. F. JARVIS,
Acting Deputy Minister of Militia and Defence.

Deputy Minister of Public Works to the Department of Militia and Defence.

THE DEPARTMENT OF PUBLIC WORKS,

OTTAWA, December 20, 1906.

Major CHARLES F. WINTER,
Dept. of Militia and Defence,
Ottawa, Ont.

SIR,—In reply to your letter of the 17th instant, I beg to inform you that Mr. Rene Steckel, now in charge of the Geodetic survey of this Department, will attend as representative of the Department of Public Works in the office of Major-General Lake, C.B., C.M.G., this afternoon, the 20th instant, at 3 o'clock, to confer with the representatives of other departments on the question of geodetic surveys in the Dominion of Canada.

A. GOBEIL,
Deputy Minister.

Deputy Minister of the Interior to the Acting Deputy Minister of Militia and Defence.

OTTAWA, December 20, 1906.

E. F. JARVIS, Esq.,
Acting Deputy Minister of
Militia and Defence
Ottawa.

DEAR SIR,—I have your letters of the 28th ultimo and 13th instant, with reference to the proposed appointment of a Topographical and Geodetic Survey Committee for the Dominion of Canada, and in compliance with the request contained in your letter of the 28th ultimo, referred to, beg to nominate Dr. E. Deville, Surveyor-General, and Dr. W. F. King, Chief Astronomer, as the representatives of this Department.

W. W. CORY.

Major General Lake to members of the Committee on Surveys.

OTTAWA, December 26, 1906.

DEAR ——— In accordance with the request made at the meeting of our Conference on December 20th, I forward, herewith, copy of the Order-in-Council under which the Conference on the subject of a Geodetic Survey for Canada was assembled.

P. LAKE,

This letter sent to;

W. F. KING, Esq., *Dominion Astronomer.*
A. P. LOW, Esq., *Geological Survey.*
M. J. BUTLER, Esq., *Dep. Min., Department of Railways and Canals.*
RENE STECKEL, Esq., *Department of Public Works.*
CAPT. DEVILLE, *Surveyor-General.*
W. J. STEWART, *Department of Marine and Fisheries.*

SESSIONAL PAPER No. 145a

Report of the 'Committee on Surveys' to the Minister of Militia and Defence, 15th February, 1907, see page 35, Sessional Paper No. 145.

Extracts from statements or reports showing the practical benefits derived from Topographical Surveys, see page 39, Sessional Paper No. 145.

Chief Astronomer to the Minister of Militia and Defence:

DEPARTMENT OF THE INTERIOR,

DOMINION ASTRONOMICAL OBSERVATORY,

OTTAWA, CANADA, March 2, 1907.

The Hon. Sir FREDERICK WILLIAM BORDEN, K.C.M.G.,
Minister of Militia and Defence.

SIR,—I have the honour to transmit, herewith, the Report, duly signed, of the Committee on Surveys, constituted under the Order-in-Council of 13th November, last.

I regret that the unfortunate illness of Mr. Low, Director of the Geological Survey, has prevented his signing the Report, but I am assured that it is quite in accordance with his views. He took an active part in the preparation of the report.

You will observe that Dr. Deville and Mr. Steckel sign subject to the objections stated in their annexed memoranda.

These memoranda are transmitted herewith.

W. F. KING,
Chief Astronomer, Chairman of Committee.

Maj.-Genl. Lake to the Minister of Militia and Defence.

OTTAWA, March 28, 1907.

The Honourable
The MINISTER of Militia and Defence.

The inclosed paper is the Report of the Committee on Surveys which was constituted under the Order-in-Council of November 13, 1906, and which the Committee decided to submit to you.

The following precis will give you an idea of what the Report contains.

1. The Members of the Committee were as follows:—

Dr. W. F. King, Dominion Astronomer, Chairman.
Mr. M. J. Butler, Deputy Minister, Department of Railways & Canals.
Mr. A. P. Low, Geological Survey.
Dr. E. Deville, Surveyor-General, Department of Interior.
Mr. R. Steckel, Department of Public Works.
Mr. W. J. Stewart, Department of Marine & Fisheries.
Professor C. H. McLeod, McGill University.
" L. B. Stewart, Toronto "
" E. Marceau, Laval "
Maj.-Gen. P. H. N. Lake, Department of Militia & Defence.

2. The Committee begin by stating that "a comprehensive and reliable survey of the Dominion for the production of an accurate topographic map, based upon a network of triangulation and showing the natural and artificial features of the country, is of urgent necessity to the people of Canada from the standpoint of economy, the extension of public undertakings and the development of the natural resources of the country."

This is their main recommendation, for which they adduce various cogent reasons.

3. Secondly, they strongly advise the co-ordination of all existing survey material, pointing out that, for this purpose alone, if for no other, the "comprehensive surveys" mentioned in their first recommendation would be necessary.

4. Thirdly, they advocate the establishment of a central record office, where the results of all surveys should be filed for reference—deposit in that office of such results being made compulsory.

5. Fourthly, they propose the institution of a central bureau for the compilation and engraving of all maps so as to secure, as far as possible, both uniformity of system and economy of production.

6. Fifthly, the Committee consider that "the controlling and topographic surveys, the land triangulation basis of the Hydrographic Survey and the proposed Record Office and Map Bureau should form branches of one Department of the Public Service" and "should be included with the Department of the Geological Survey."

7. They propose to leave the making of surveys for special departmental purposes, which may require a class of work distinct from ordinary topographic surveying, to the departments to which these matters now appertain, merely inviting them to make their work, as far as possible, of a nature useful for permanent survey purposes.

8. The co-operation of the Provincial Survey Departments is to be invited.

9. A calculation of the sums now voted for survey purposes shows that, merely in the Survey Departments and Branches proposed (see para. 6) to be brought together, something over $900,000 is already spent annually.

The Committee believe that, under unified management, sufficient money could be found from these votes alone for the initial stages of the general triangulation survey.

Even under existing conditions some $60,000 could be made available at once for starting the controlling triangulation. This is as much as could profitably be spent for the first year or two, until the new Department was fully organized and at work; when the amount of its votes would naturally depend on the amount of work required from it and the proved value of that work.

10. Finally, as the Government would require to have before it specific proposals in regard to the manner in which the general triangulation and topographic survey should be inaugurated, the Committee recommend the appointment of a permanent Survey Board to work out the details. This Board would be similar in composition to the present Committee, in that the same departmental and other interests would be represented upon it, but it would not necessarily consist of the same individuals.

Its duty would be to advise as to the development and methods of the control survey, to suggest such regulations as might be desirable and to constitute a Board of Conference for the several survey departments.

An appropriation not exceeding $8,000 would be required for running expenses. This would be the only additional cost of the Committee's proposals for the *first two years.*

11. The foregoing report of the Committee is unanimous as far as eight out of the ten members are concerned. Those who dissent more or less widely are Dr. Deville and Mr. Steckel.

12. I trust I am not misrepresenting Dr. Deville's attitude if I say that, in my opinion, his memorandum exhibits generally an attitude of opposition to *any* change in existing arrangements, although he admits that a comprehensive survey of the Dominion would in itself be a valuable public asset.

13. This attitude of mind seems to be sufficiently exemplified by the argument used on page 2 of his memo. He there states the area of Canada to be 4,000,000 square miles, and then divides that number by 71,180,626, the total revenue in dollars of the year. This gives as a result an average revenue of only $17.80 per square mile, which he represents as too small a revenue to justify a good survey.

Apart from the fact that a similar argument could be used to prove that the Dominion of Canada could not afford a survey of, say, the Niagara Peninsula, he appears to damage his own case by overstating it largely.

The latest Interior Department official map of Canada, 1906, gives its area at 3,729,665 square miles, not 4,000,000. Of this area the Arctic Islands and Northwest Territories comprise 1,992,733 square miles, leaving a balance of 1,806,932 square miles for the organized provinces and the Yukon.

14. A glance at the map of the Dominion will show that detailed surveys of at least one half of the remaining area, though desirable, cannot be really necessary for many years to come. If this be correct, it may safely be said that the area of the Dominion which ought to be accurately surveyed in the near future is scarcely 1,000,000 square miles, i.e. is less than a quarter of the figure given by Dr. Deville, while the ever increasing revenue of Canada is now 40 per cent larger than it was in 1905.

In short, I cannot but think that Dr. Deville raises the bogey of an enormous ultimate expenditure quite unnecessarily. No doubt, by the time the Northern Territories and the Polar Islands had been mapped in detail and included in the general survey, after, perhaps, a century or so of work, the sum of the yearly votes would have amounted up to a large total; but the amount involved in carrying out a sane policy of surveying the more important and settled portions of the Dominion in the first instance can be met by a very moderate sum in the yearly estimates. He would, no doubt, regard $50,000,000 as in itself a very large total, but that would merely represent the sum of the *present* unsystematic expenditure in less than 50 years time.

15. Mr. Steckel's main objection to the Report lies in his dislike to the proposals for a control survey and central department (essentially clauses 6 and 9 of the Report) on the ground that it might, and probably would, as he thinks, interfere with existing departmental surveys.

The attitude of his mind betrays itself in the first five words of his report, para. 3, where, in speaking of the Committee's proposals, he says;—'Instead of *raiding* the Departments,' &c., &c.

With these exceptions, I do not gather that he is seriously at variance with the general views of the rest of the Committee, but that he, too, has alarmed himself at the phantom of a huge ultimate total of money spent, when the sum of the annual expenditures is totalled up in the distant future.

16. I confess that I do not share the apprehensions of Dr. Deville and Mr. Steckel as to enormous expenditure. I believe that, were a central Survey Department established, the amount already voted in estimates would be found to provide all the money required for the next ten years. And it is a mere truism to remark that Parliament controls the estimates which it votes every year, and that the amount of money voted for the General Survey in any year will depend upon the importance which the Minister in control, and the Government, attach to that Survey.

17. As regards action on the Committee's Report, I presume that you will, in due course, make a report to Council. In view of the present state of public business, I suggest that this be deferred until your return from England.

P. LAKE,
C.G.S.

Objections of the Surveyor General to the report of the majority of the Committee on Surveys, see page 45, Sessional Paper No. 145.

Objections of Mr. Steckel to the report of the majority of the Committee on Surveys, see page 47, Sessional Paper No. 145.

Certified copy of a Report of the Committee of the Privy Council, approved by His Excellency The Governor-General on the 23rd February, 1909.

The Honourable
The Minister of Militia and Defence.

On a memorandum, dated February 19th, 1909, from the Minister of Militia and Defence, submitting the Report of the Committee on Surveys, which was constituted

in pursuance of the Order-in-Council, dated November 13, 1906, together with a memorandum thereon by the then Chief of the General Staff, under date March 28, 1907.

The Minister observes that the Report, as will be seen by the dates, was submitted nearly two years ago, and the Minister feels that some explanation of the delay which has occurred in presenting it is necessary. This delay has been due to two causes; first, the fact that, within a week of the Report reaching him, the Minister was called upon to accompany the Premier to England for the purpose of attending the Imperial Conference of 1907, and, secondly, to the protracted illness of Mr. A. P. Low, of the Geological Survey, to whom, he was given to believe, it had been intended to entrust the duty of carrying into practical effect the recommendations, in the direction of inaugurating a Central Survey Department, which the Committee were understood to have made. When Mr. Low was able to return to duty, the Dominion Elections were so near at hand that it was practically impossible to deal with such an important question at the moment, and the presentation of the Report was thus further delayed.

The Minister recommends, for Your Excellency's approval, the Report presented by the majority of the Committee. What the majority report recommends is shortly stated in the first ten paragraphs of the memorandum by the Chief of the General Staff of the Militia. The minority report was signed by two members of the Committee Dr. Deville and Mr. Steckel, whose opinions, no doubt, deserve due consideration, but do not, in the view of the Minister, carry sufficient weight to counter-balance the very strong and important recommendations made by the majority of the Committee.

The Minister, therefore, recommends that steps be taken, at as early a date as Your Excellency's Government may find it practicable, to carry into effect the main recommendations of the Committee.

The Committee submit the same for approval.

F. K. BENNETS,
Assistant Clerk of the Privy Council.

FURTHER SUPPLEMENTARY RETURN

(145b).

FURTHER SUPPLEMENTARY RETURN TO AN ADDRESS OF THE HOUSE OF COMMONS, dated March 22, 1909, for a copy of all correspondence, reports, documents, Orders-in-Council, in the possession of the Government relating to the establishment of a Geodetic Service Bureau, and the commencement of a Geodetic Survey in Canada.

CHAS. MURPHY,
Secretary of State.

Memorial of the Council of the Canadian Society of Civil Engineers to the Right Hon. Sir Wilfrid Laurier, April 2, 1906. See page 30, Sessional Paper No. 145.

Order-in-Council constituting the Committee on Surveys, approved on November 13 1906. See page 42, Sessional Paper No. 145.

Acting Deputy Minister of Militia and Defence to the Deputy Minister of Public Works, November 28, 1906. See page 9, Sessional Paper No. 145a.

Mr. Steckel to the Chairman of the Committee on Surveys.

OFFICE OF THE CHIEF CLERK IN CHARGE OF
PARLIAMENTARY ESTIMATES,
OTTAWA, Dec. 27, 1906.

Dr. W. F. KING, Chief Astronomer, &c.,
Chairman, Dominion Topographical and
Geodetic Survey Committee.

MEMORANDUM *re* SURVEYS UNDERTAKEN BY THE PUBLIC WORKS DEPARTMENT OF THE DOMINION OF CANADA.

Preliminary examinations and regular geometrical and trigonometrical surveys inclusive of levelling, sounding and gauging, are made either personally by officers of the department and their permanent assistants or by outside parties working under the direction of the chief officers in connection with the works and services under its control which are enumerated hereunder, viz:—

1. *Public Buildings.*—Sites required for the erection of post office, custom house, inland revenue, immigrant, quarantine and military buildings have to be examined, valued, reported on and surveyed inclusive of adjoining private and public buildings and grounds; also the rights of way which have to be secured for laying pipe lines required for projected water services at quarantine stations, &c.

2. *Harbours.*—Hydrographic surveys involving invariably more or less trigonometrical and topographical work have to be undertaken at many points along the sea coasts and shores of inland waters, chiefly in response to numerous petitions received every year from fishermen, settlers, mariners, merchants, municipalities, &c., praying for the construction of breakwaters, landing piers, beach protection works, &c., and the improvement of navigable waterways, harbour channels, sheltered areas, &c.

3. *Rivers.*—Surveys are needed on fresh water streams, lakes and tideways, where improvements such as dams, locks, piers, revetment walls, slides and booms and dredging operations are projected or being carried out (a) for navigation purposes, (b) for the protection of the banks from erosion and the adjoining lands from destructive floods and ice shoves, (c) to facilitate the descent of round logs, square timber, pulp wood, railway ties, &c., and the sorting of such products of the forests in boomed areas, (d) for regulating the flow of water for navigation, industrial, domestic, agricultural and hygenic purposes.

4. *Interprovincial Bridges.*—The sites suggested by Local Governments, municipalities and other interested parties for the erection of such structures have to be surveyed inclusive of proposed approaches.

5. *Colonization Roads in Unorganized Territories.*—Reconnaissance and location surveys are necessary prior to the construction of such roads and the opening up of projected trails across the said territories for the transportation of the mails and general supplies for pioneer settlers, Indians, &c.

6. *Government Land and Cable Telegraph Lines.*—Where land lines have to be built across unexplored or unsettled districts and where cables are laid out of sight of land, it is desirable that sufficient lineal and angular measurements be made to determine approximately the length and position of such lines and cables.

7. *Projected navigable deep water route from the Georgian Bay, Lake Huron, to tidewater on the St. Lawrence via the Ottawa Valley.*—This very important survey is nearing completion, and I understand that all the principal triangulation points and bench marks required in this connection have been established on the ground in a permanent manner. Moreover, all the field plans are being inked in to facilitate reference thereto in the future, and it has been recommended that a complete set of copies of all the original note books be made for safe keeping in a separate vault.

8. *Geodetic Levelling.*—This survey which the undersigned succeeded, with some difficulty, in inaugurating in 1883, viz., some 23 years ago on the banks of the Richelieu River, has been carried on ever since, from time to time, under his direction; but in a very desultory manner, as the funds left at his disposal for this object and his other departmental duties would permit.

The ultimate object in view is the establishment of a precise level net all over the Dominion, as a rule along the principal rivers, railways and highways and with permanent metallic bench marks at intervals not exceeding four miles and temporary benches about one mile apart, all numbered in a uniform, distinctive and continuous manner.

On the east side of the Rocky Mountain 'Great Divide' it is intended to refer all the Geodetic elevations determined, to a national datum corresponding to the mean level of the Atlantic Ocean deduced from continuous records of tidal fluctuations at a tide station on Canadian Territory, as close as practicable to the mouth of the Gulf of St. Lawrence.

On the west side of the said 'great divide' or summit of the Rocky mountains, it may be found advisable to adopt for the Canadian datum plane to which all elevations determined on the Pacific slope of the Dominion are to be referred, the mean level of the Pacific Ocean as deduced from continuous series of tide curves registered either at Steveston, near the mouth of the Fraser river, at Vancouver, at Prince Rupert or at some other point on the main land along the Pacific Coast, north of the boundary line between the United States of America and Canada.

A 'résumé' of the geodetic levelling operations thus far carried on in Canada which contains a summary description of the instruments used and the methods of observation followed, inclusive of the improvements made in both instruments and methods, is to be published as an appendix to the Annual Report of the Minister of Public Works for the fiscal year ended June 30, 1906, to be laid before parliament at its present session.

This 'résumé' was prepared by the undersigned at the request of Dr. Deville, surveyor general, for transmission to the director of the Ordnance Survey of Great Britain at Southampton, who applied to the Department of the Interior for this information on behalf of Mr. Charles Lallemand, director of the 'Nivellement Général de France.'

On all geometrical surveys undertaken by officers of the Public Works Department the linear measurements are generally made in English feet and decimals, in some cases, however, feet and inches have been used. For angular measurements the sexagesimal division of the circle has invariably been adhered to. Bearings are nearly always given in reference to the ever changing magnetic meridian without the position of the true meridian being also indicated. Bench marks of a more or less permanent nature have been made in connection with most surveys carried on by the present Public Works Department, viz.:—since its creation in 1879; but their altitudes above some kind of a rational general datum plane are given in but few instances, apart from the geodetic bench marks above referred to.

As regards the scales to which the maps, plans, profiles and cross sections on record in the various branches of the department are drawn, no rule appears to have been laid down, so far, for the guidance of the officers in this respect; a great variety of scales are in use, generally speaking, however, feet measured on the ground are represented by inches on the paper.

In all departmental surveys, the portions of the terrestrial globe measured, have with very few exceptions, been considered to be plane surfaces.

The only kind of projection ever used in the Department to the knowledge of the undersigned, is the rectangular polyconic, which is that generally favoured by the United States Coast and Geodetic Survey for maps of large sections of that country.

All the reports made by the chief officers of the department with the accompanying drawings are sent to the secretary and handed over by him to the Record branch where they are covered, classified under some 36 different subjects and numbered continuously. Brief summaries of the contents are written on the covers, which are subsequently entered in journals numbered correspondingly with the various subjects handled. The public buildings under the control of the Department in a Province form a subject; also the harbours, rivers, slides, telegraphs, &c. The covered and numbered documents are kept in series of file cases, and any accompanying plans that cannot be folded to the proper dimensions for filing away with the papers, are kept in special drawers either in the General Record Room or in the branch to which they belong.

There is no regular system followed at head-quarters for the safe keeping of survey field books, gauge registers, estimate books, &c., &c.; as a rule, however, the maps, plans, profiles, cross sections, &c., sent to the Department, or prepared at head-quarters, are numbered, indexed and kept in chests of drawers or on racks with distinctive reference marks, where hands can readily be laid on any drawings desired. The greater number of such documents preserved in the Engineering Branch of the Department at headquarters up to 1897—were destroyed in the Western Block conflagration on the 11th February of that year. Quite a number of drawings are also filed in the Law Clerk's office in connection with the contracts entered into by the Department.

The Engineers in charge of districts, of course, keep for their own convenience, records of all the surveys, reports, estimates and specifications they are called upon to make—inclusive of all the drawings they have to prepare in connection with the same.

R. STECKEL,
Representative of the
Public Works Department.

Report of the 'Committee on Surveys,' to the Minister of Militia and Defence, February 15, 1907. See page 35, Sessional Paper No. 145.

Extracts from statements or reports showing the practical benefits derived from topographical surveys. See page 39, Sessional Paper No. 145.

Objections of Mr. Steckel to the report of the majority of the Committee on Surveys. See page 47, Sessional Paper No. 145.

Mr. Steckel to the Secretary of the Department of Public Works:—

OFFICE OF THE CHIEF CLERK IN CHARGE OF
PARLIAMENTARY ESTIMATES,
OTTAWA, March 2, 1907.

FRED. GÉLINAS, Esq.,
Secretary,
Department of Public Works.

SIR,—I have the honour to transmit herewith for the information of the department, a copy of the final report adopted February 15th last by the majority of the Survey Committee constituted under an Order-in-Council dated November 13, 1906—for submission to the Hon. the Minister of Militia and Defence—after being signed by all the members of the said committee, subject to the objections raised by the dissenting members.

A copy of the memo. of objections made by the undersigned on behalf of this department to the adoption of the said report of the Survey Committee in its present form, which is to be appended to this document, is also enclosed.

R. STECKEL.

Mr. Steckel to the Secretary of the Public Works Department:—

OFFICE OF THE CHIEF CLERK IN CHARGE OF
PARLIAMENTARY ESTIMATES,
OTTAWA, Dec. 28, 1908.

FRED. GÉLINAS, Esq.,
Secretary.
Public Works Department.

SIR, I have the honour to transmit herewith for the information of the department a copy of a memorandum in reference to the surveys undertaken by this department—which it has been arranged at the first meeting held December 20, 1906, by the members present of the 'Dominion Geodetic and Topographical Survey Committee,' created under an Order-in-Council dated November 13, 1906—should be prepared by me together with similar memos. by the representatives of the other public departments concerned in this matter.

R. STECKEL,
Representative of the Public Works Dept. on the Dominion Geodetic and Topographical Committee.